



3 1761 11651944 8





Digitized by the Internet Archive  
in 2023 with funding from  
University of Toronto



















RA2ON  
DT  
455



**ONTARIO  
DEPARTMENT  
OF  
TRANSPORT**

*Annual Report*

1958















**ANNUAL REPORT**

of the

**ONTARIO DEPARTMENT OF TRANSPORT**

for the

**FISCAL YEAR ENDING MARCH 31, 1958**

with

**SUPPLEMENT FOR THE**

**BALANCE OF THE CALENDAR YEAR 1958**





THE HONOURABLE JOHN YAREMKO, Q.C.  
Minister of Transport



TO THE HONOURABLE LT.-COL. JOHN KEILLER MACKAY,  
D.S.O., V.D., LL.D.,  
*Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to transmit the Annual Report of the Department of Transport, Ontario, for the fiscal year ending March 31, 1958, together with a supplement for the balance of the calendar year 1958.

Respectfully submitted,

JOHN YAREMKO,  
*Minister of Transport*

Parliament Buildings,  
Queen's Park, Toronto, Ontario,  
February 27, 1959.

TO THE HONOURABLE JOHN YAREMKO, Q.C.,  
*Minister of Transport, Ontario.*

Sir:

I have the honour to present herewith the Annual Report of the Department of Transport. This contains the annual report of the Registrar of Motor Vehicles, as required by Section 113(e) of the Highway Traffic Act.

The Report consists of two parts: Part I, relating to the fiscal year 1957-1958, and Part II, covering the period April 1 to December 31, 1958. The addition of Part II will enable the annual reports of the Department to be published henceforth on a calendar year basis. This will have the important advantage of providing the Legislature with the most up-to-date information available. The main financial statements will, however, continue to relate to the fiscal year.

I have the honour to be, Sir,

Your obedient servant,

D. J. COLLINS,  
*Deputy Minister*

Department of Transport, Ontario,  
Toronto, February 24, 1959.





# CONTENTS

	PAGE
INTRODUCTION.....	13

## PART I—

ACCOUNTS BRANCH.....	19
PERSONNEL BRANCH.....	22
MOTOR VEHICLES BRANCH.....	23
LICENSING DIVISION.....	23
PUBLIC VEHICLES DIVISION.....	28
DRIVER IMPROVEMENT DIVISION.....	36
ACCIDENT RECORDS DIVISION.....	36
FINANCIAL RESPONSIBILITY DIVISION.....	42
UNSATISFIED JUDGMENT FUND.....	51
RESEARCH BRANCH.....	54
HIGHWAY SAFETY BRANCH.....	55
CIVIL DEFENCE.....	58
ONTARIO HIGHWAY TRANSPORT BOARD.....	59

## PART II—

ACCOUNTS BRANCH.....	65
PERSONNEL BRANCH.....	68
LICENSING BRANCH.....	69
MECHANIZATION UNIT.....	70
TRAFFIC ENGINEERING BRANCH.....	72
ENFORCEMENT BRANCH.....	73
LEGAL BRANCH.....	75
DRIVER CONTROL BRANCH.....	76
DRIVER IMPROVEMENT DIVISION.....	76
ACCIDENT RECORDS.....	78
FINANCIAL RESPONSIBILITY DIVISION.....	84
UNSATISFIED JUDGMENT FUND.....	87
SERVICES DIVISION.....	88
RESEARCH BRANCH.....	92
RESEARCH ADVISORY COMMITTEE.....	94
HIGHWAY SAFETY BRANCH.....	95
CIVIL DEFENCE.....	99
ONTARIO HIGHWAY TRANSPORT BOARD.....	100



## LIST OF TABLES

TABLE	PAGE
1. LICENCES AND PERMITS ISSUED, 1953-1957.....	23
2. MOTOR VEHICLE REGISTRATIONS, ONTARIO 1903-1957.....	23
3. HEAVY COMMERCIAL COMPARED WITH TOTAL COMMERCIAL VEHICLE REGISTRATIONS, ONTARIO 1945-1957.....	26
4. PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY COUNTIES AND DISTRICTS, 1956-1957.....	26
5. PASSENGER AND COMMERCIAL MOTOR VEHICLE REGISTRATIONS BY CITIES, 1956-1957.....	27
6. PROSECUTIONS BY THE PUBLIC VEHICLES DIVISION, FISCAL YEAR 1957-1958.....	33
7. PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES, NUMBER ISSUED APRIL 1, 1953-MARCH 31, 1958.....	34
8. PUBLIC COMMERCIAL VEHICLES, NUMBER LICENSED APRIL 1, 1953-MARCH 31, 1958.....	34
9. PUBLIC VEHICLE OPERATING LICENCES, NUMBER ISSUED APRIL 1, 1953-MARCH 31, 1958.....	34
10. PUBLIC VEHICLES, NUMBER LICENSED APRIL 1, 1953-MARCH 31, 1958.....	34
11. NATURE OF ACCIDENTS, ONTARIO, 1956 AND 1957.....	37
12A. ALL ACCIDENTS BY TYPE OF COLLISION, 1956 AND 1957.....	37
12B. FATAL ACCIDENTS, BY TYPE OF COLLISION, ONTARIO, 1956 AND 1957.....	38
13. DRIVERS INVOLVED IN ALL ACCIDENTS AND FATAL ACCIDENTS, BY AGE GROUP, ONTARIO, 1957.....	38
14. PERSONS KILLED, BY CLASS AND AGE GROUP, ONTARIO 1957.....	39
15. PERSONS INJURED, BY CLASS AND AGE GROUP, ONTARIO, 1957.....	40
16. ALL ACCIDENTS AND FATAL ACCIDENTS BY PLACE OF OCCURRENCE, ONTARIO, 1957.....	40
17A. ALL ACCIDENTS BY MONTHS, ONTARIO, 1956 AND 1957.....	41
17B. FATAL ACCIDENTS BY MONTHS, ONTARIO, 1956 AND 1957.....	42
18. SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENT STATISTICS, ONTARIO, 1957.....	OP. 42
19A. CONVICTIONS AND COMMITTALS FOR TRIAL REPORTED PURSUANT TO THE HIGHWAY TRAFFIC ACT, CALENDAR YEARS 1956 AND 1957.....	43
19B. CONVICTIONS AND COMMITTALS FOR TRIAL REPORTED PURSUANT TO THE CRIMINAL CODE (CANADA), CALENDAR YEARS 1956 AND 1957.....	44
19C. SUMMARY.....	44
20. SUSPENSIONS OF DRIVERS' LICENCES AND/OR MOTOR VEHICLE PERMITS, 1956 AND 1957.....	45
21. PERIODS FOR WHICH SUSPENSIONS WERE ISSUED, CALENDAR YEARS 1956 AND 1957.....	47
22. NUMBER OF SUSPENSIONS REQUIRING FILING OF PROOF OF FINANCIAL RESPONSIBILITY BEFORE REINSTATEMENT, 1953-1957.....	47
23. DISPOSAL OF MOTOR VEHICLES FORFEITED TO THE CROWN, CALENDAR YEAR 1957.....	48
24. NUMBER OF CONVICTED PERSONS, BY AGE, WHO FILED EVIDENCE OF LIABILITY INSURANCE COVERAGE AS REQUIRED BY SECTION 81A OF THE HIGHWAY TRAFFIC ACT, CALENDAR YEAR 1957.....	49
25. DRIVERS SUSPENDED IN CALENDAR YEAR 1957 WHO WERE REINSTATED IN SAME YEAR BECAUSE PROOF OF FINANCIAL RESPONSIBILITY WAS FILED.....	49
26. TYPE OF FINANCIAL RESPONSIBILITY FILED IN CALENDAR YEAR 1957.....	50



27. FINANCIAL RESPONSIBILITY SUSPENSIONS RESCINDED IN CALENDAR YEAR 1957.....	51
28. APPLICATIONS CONSIDERED AT PUBLIC HEARINGS, CALENDAR YEAR 1957 .....	60
29. APPLICATIONS CONSIDERED IN CHAMBERS, CALENDAR YEAR 1957.....	61
30. PUBLIC COMMERCIAL VEHICLES, ESTIMATED NUMBER OF OPERATING AND VEHICLE LICENCES ISSUED, APRIL 1, 1958 TO MARCH 31, 1959.....	73
31. PUBLIC VEHICLES, ESTIMATED NUMBER OF OPERATING AND VEHICLE LICENCES ISSUED, APRIL 1, 1958 TO MARCH 31, 1959.....	74
32. COMPARISON OF PROSECUTIONS BY THE ENFORCEMENT BRANCH, APRIL 1 TO DECEMBER 31, 1957 AND 1958.....	74
33. NATURE OF ACCIDENTS, ONTARIO, 1945-1958.....	78
34. PERSONS KILLED OR INJURED IN ROAD ACCIDENTS, ONTARIO, 1945-1958.....	80
35. COMPARISON OF PERSONS KILLED OR INJURED, BY AGE GROUP, ONTARIO, 1957 AND 1958.....	81
36. PERSONS KILLED, BY CLASS AND AGE GROUP, ONTARIO, 1958.....	81
37. PERSONS INJURED, BY CLASS AND AGE GROUP, ONTARIO, 1958.....	82
38A. ALL ACCIDENTS, BY TYPE OF COLLISION, ONTARIO, 1957 AND 1958.....	82
38B. FATAL ACCIDENTS, BY TYPE OF COLLISION, ONTARIO, 1957 AND 1958.....	83
39. DRIVERS IN ACCIDENTS AND DRIVERS LICENSED, BY AGE GROUP, ONTARIO, 1957 AND 1958.....	83
40. ALL ACCIDENTS AND FATAL ACCIDENTS, BY PLACE OF OCCURRENCE, ONTARIO, 1958.....	84
41. NUMBER OF CONVICTED PERSONS, BY AGE, WHO FILED EVIDENCE OF LIABILITY INSURANCE COVERAGE AS REQUIRED BY SECTION 81A OF THE HIGHWAY TRAFFIC ACT, CALENDAR YEAR 1958.....	85
42. DRIVERS SUSPENDED IN CALENDAR YEAR 1958 WHO WERE REINSTATED IN SAME YEAR BECAUSE PROOF OF FINANCIAL RESPONSIBILITY WAS FILED.....	86
43. TYPE OF FINANCIAL RESPONSIBILITY FILED IN CALENDAR YEAR 1958.....	86
44. FINANCIAL RESPONSIBILITY SUSPENSIONS RESCINDED IN CALENDAR YEAR 1958.....	87
45A. CONVICTIONS AND COMMITTALS FOR TRIAL REPORTED PURSUANT TO THE HIGHWAY TRAFFIC ACT, CALENDAR YEARS 1957 AND 1958.....	89
45B. CONVICTIONS AND COMMITTALS FOR TRIAL REPORTED PURSUANT TO THE CRIMINAL CODE (CANADA), CALENDAR YEAR 1958.....	90
45C. SUMMARY.....	90
46. SUSPENSIONS OF DRIVERS' LICENCES AND/OR MOTOR VEHICLE PERMITS, CALENDAR YEARS 1957 AND 1958.....	90
47. PERIODS FOR WHICH SUSPENSIONS WERE ISSUED, CALENDAR YEAR 1958.....	91
48. NUMBER OF SUSPENSIONS REQUIRING FILING OF PROOF OF FINANCIAL RESPONSIBILITY BEFORE REINSTATEMENT, 1954-1958.....	91
49. APPLICATIONS CONSIDERED AT PUBLIC HEARINGS, CALENDAR YEAR 1958.....	100
50. APPLICATIONS CONSIDERED IN CHAMBERS, CALENDAR YEAR 1958.....	101

## INTRODUCTION

The Ontario Department of Transport was formed in July 1957. Since this is the Department's first annual report, it appears appropriate to preface the customary review of progress achieved with an account of the reasons for its establishment and of the functions which have been assigned to it.

Perhaps the most striking feature of Ontario's progress since the Second World War has been the dominating importance achieved by the motor vehicle in the economic and social life of the people. In the short space of 13 years, from 1945 to 1958, the number of motor vehicles in use (not including trailers) has increased from 662,719 to about 1,868,000. Passenger cars are well over two-and-a-half times, trucks and buses more than three times as numerous as in the earlier year. These rates of increase exceed even that of the population, acknowledged to be one of the fastest growing in the world, so that whereas in 1945 there was one passenger car per 7.2 persons, in 1958 there was one car for every 3.9 persons. For all motor vehicles taken together, the corresponding change was from 6.0 to 3.1. In almost no other part of the world are there as many motor vehicles per head of the population as in Ontario. The ratio of drivers' licences to total population is even more favourable. The number of such licences issued in 1958 was approximately 2,175,000, compared with 971,852 in 1945. With more than one person in every three holding a driving licence, it would now be possible to move every man, woman and child in the Province in comfort in passenger cars alone, at one and the same time.

The phenomenal rise in the number of motor vehicles registered tells only part of the story, for there is evidence that they are being driven an increasing number of miles per year. In 1958, they consumed more than one billion gallons of gasoline, over four times as much as in 1945.

Ontario's preponderance within Canada is shown by the fact that it contains 40 per cent of the country's total motor vehicles, including one-third of its trucks and buses and some 43 per cent of its passenger cars.

The rapid growth of the Province's industry and commerce over the post-war years has led to a greatly increased demand for road freight transport. As a result, the number of trucks has risen from 98,339 to 303,423. Both private and for-hire trucks have approximately tripled. At the same time, there has been a pronounced shift towards larger and heavier units, so that whereas in 1945-1946 there were only 2,065 trucks and trailers weighing over 10 tons gross, by 1957-1958 their number had risen to 41,686, a figure more than twenty times as great. In 1957, Ontario trucks are estimated to have carried approximately 148 million tons of freight.

The swift rise in the number of motor vehicles and in the extent to which they are used has led to a heavy increase in the volume of road traffic. Moreover, there is every reason to believe that this increase will continue. It is



Ontario Department of Transport display booth at Canadian National Exhibition, 1958.



estimated that in 1958 motor vehicles of all types travelled some 17,429 million miles in Ontario. By 1965, this figure will have risen by 49 per cent to 25,972 million miles. Of the estimated total travel for 1958, commercial motor vehicles accounted for 27 per cent, or 4,709 million miles. It is believed that their mileage will increase at an even faster rate than that of all motor vehicles, so that by 1965 they will travel an estimated 7,348 million miles, representing 28 per cent of the total mileage for that year and an increase of 56 per cent over 1958.

The marked postwar increase in the use of motor vehicles, referred to above, heavily accentuated the Government's administrative problems in regard to such matters as the licensing of motor vehicles, highway user taxation, the control of the for-hire motor carrier industry and highway safety. By the beginning of 1957, it was apparent that a new approach was required. The massive increase in the number of motor vehicle permits and drivers' licences issued annually by the Motor Vehicles Branch emphasized the need for a more streamlined, mechanized procedure which would provide better service to the public. The considerably increased government revenues from various forms of motor vehicle tax called for a unified, scientific study of the problem of user taxation. The urgent need for an intensified attack upon the problem of highway safety was indicated by the rise in the total number of accidents from 13,458 in 1945 to 71,399 in 1956: fatalities had nearly doubled and the number of persons injured almost tripled. In the for-hire motor carrier industry, the number of operating licences held by freight carriers had increased from 3,657 in 1945 to 8,135 in 1956, while the number of vehicles licensed under these authorities had risen over the same period from 8,524 to 27,216. This expansion created new problems and underlined the need for closer liaison between the Ontario Highway Transport Board, then attached to the Department of Municipal Affairs, and the Public Vehicles Division of the Motor Vehicles Branch.

The solution to the difficult situation which had arisen was indicated by the Prime Minister, The Honourable Leslie M. Frost, Q.C., when explaining the need for a Department of Transport to the Legislature on February 28, 1957. After referring to studies conducted by the select committees on toll roads and highway financing, and on highway safety, into various problems arising from the use of motor vehicles, he stated that these problems were currently being dealt with by four departments: the Departments of Highways, Provincial Treasurer, Municipal Affairs and Attorney-General. It was desirable that, insofar as they related to motor vehicles, their functions should be more strongly co-ordinated. He added: "It has been decided to establish a Department of Transport, where such matters as licensing, highway safety, highway user taxation and other matters will be covered." When moving the second reading of Bill No. 166, "An Act to Establish the Department of Transport," on March 28, 1957, the Prime Minister stated: "This Bill is . . . drawn in very general terms with the idea of building up a Department of Transport that will deal with the problems of the operations of highways, as contrasted with the matter of building and constructing the highways system."

---

At the outset, the Department comprised only the Motor Vehicles Branch and the Ontario Highway Transport Board, transferred from the Departments of Highways and Municipal Affairs respectively. Its organization was subse-



quently completed by the addition of Research, Highway Safety, Traffic Engineering, Legal, Personnel and Accounts Branches, and the appointment of a Civil Defence Liaison Officer. In April 1958, a Research Advisory Committee was set up to direct investigations into the causes of road accidents. Experience during the year revealed the need for a reorganization of the Motor Vehicles Branch, which was accordingly converted in December 1958 from ten divisions to four new branches: the Licensing, Traffic Engineering, Driver Control and Enforcement Branches.

During the 17-month period from the formation of the Department to December 1958, notable progress was achieved. The concentration in a separate department of functions which were formerly divided between several departments, the expansion of these functions and the addition of new ones led to a considerable increase in efficiency. Many amendments were made to the Highway Traffic Act, which provided greater control over motor vehicle operations and were designed to promote increased highway safety and the freer flow of traffic. The entire procedure for testing applicants for drivers' licences was reviewed and improved: new driver examination centres, staffed by full-time civil servants, were opened in various parts of the Province. The groundwork was laid for the mechanized issue of drivers' licences, scheduled to begin at an early date, followed by the machine issue of motor vehicle permits. The enforcement of weight limitations and of the conditions attached to common carrier licences was strengthened by the opening of new weigh stations and the provision of additional inspectors. An intensified programme of highway safety promotion was inaugurated, with significant results. Research was conducted into a wide range of problems connected with the licensing, taxation and control of motor vehicles, resulting in changes in tax rates and numerous policy recommendations. Preparations for a driver demerit points system were completed.

The foregoing progress was achieved despite the heavy demands of the day-to-day work of the Department and the difficult task of combining the various parts of a new and growing organization into an efficient, closely-knit unit. That this three-fold challenge was successfully met is a tribute to the industry and enthusiastic desire for improvement shown by the entire staff of the Department.

---

---

# **PART I**

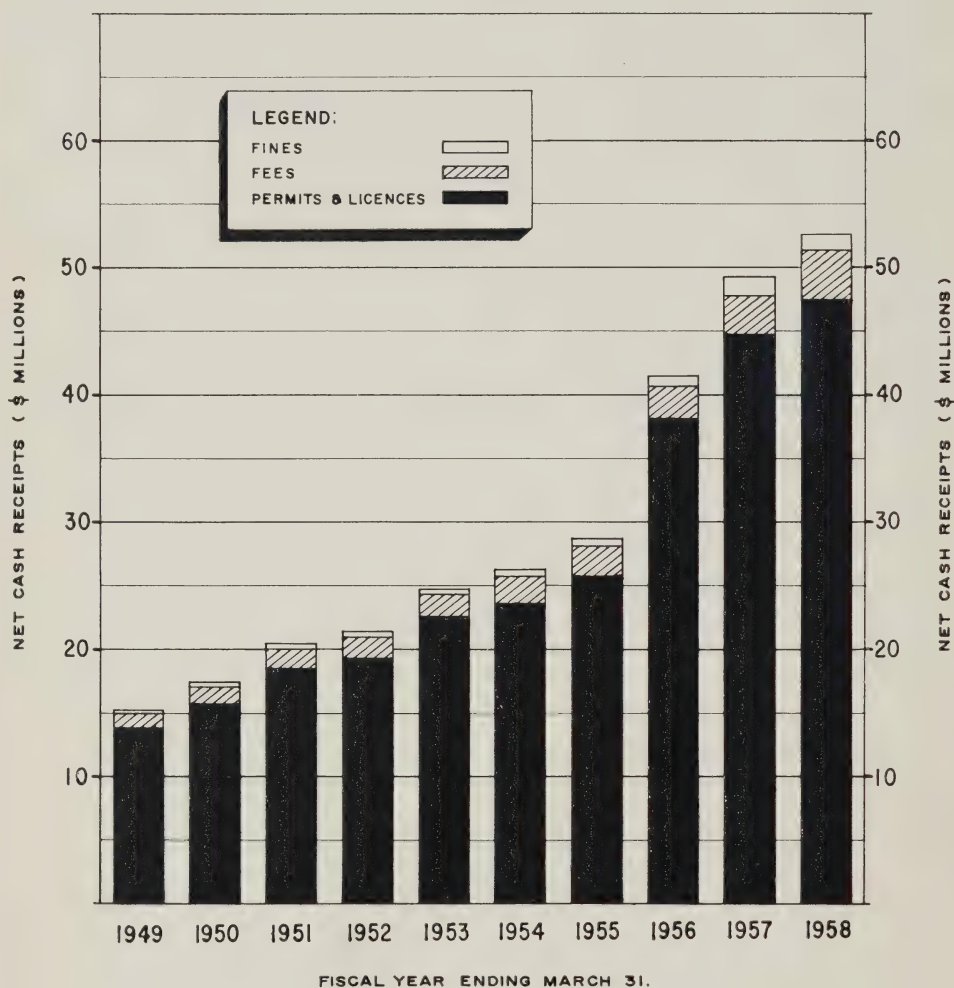
**FISCAL YEAR 1957 - 1958**

---

---

# NET CASH RECEIPTS OF THE MOTOR VEHICLES BRANCH

EXCLUDING THE UNSATISFIED JUDGEMENT FUND  
FISCAL YEARS ENDING MARCH 31, 1949-1958



## ACCOUNTS BRANCH

Until the Accounts Branch was formed in December 1957, its functions were performed by the Department of Highways Accounting Office.

The position of Chief Accountant was filled by the transfer of the Assistant Chief Accountant of the Department of Lands and Forests. The remainder of the staff was recruited largely through careful selection within the Department or the transfer from other departments of persons specially trained for this work. The valuable co-operation received from the Departments of Lands and Forests and Highways is much appreciated.

The two main duties of the Branch comprise the collection of revenue — there are more than 260 agents reporting revenues to the Department — and the control of expenditures. In view of the importance of accurate auditing and revenue accounting, new systems of reporting and control were set up immediately. Other functions of the Branch include budget control, purchasing and the preparation of estimates.

The following financial statements of the Department provide an indication of the volume of transactions handled by the Branch.

### FINANCIAL REPORT FOR THE YEAR ENDING MARCH 31, 1958

The following summarizes the result of operations for the year exclusive of the Unsatisfied Judgment Fund.

Net Cash Receipts.....	\$52,641,978.91
Cash Disbursements.....	2,810,059.90
	<hr/>
Excess of Receipts over Disbursements.....	\$49,831,919.01
	<hr/> <hr/>

#### Unsatisfied Judgment Fund—R.S.O. 1950, Chap. 167, Part XIV

Balance at credit of fund, March 31, 1957.....	\$ 1,548,563.04
Receipts:	
Fees on issue or renewal of chauffeurs' or operators' licences.....	\$ 2,162,365.00
Fees paid by uninsured owners on issue or transfer of a motor vehicle permit.....	559,120.00
Recoveries of judgments.....	180,087.86
	<hr/>
	2,901,572.86
	<hr/>
	\$ 4,450,135.90
Disbursements:	
Judgments paid including costs.....	1,774,983.67
	<hr/>
Balance at credit of fund, March 31, 1958 .....	\$ 2,675,152.23
	<hr/> <hr/>



**NET RECEIPTS AND DISBURSEMENT  
(EXCLUSIVE OF THE UNSATISFIED JUDGMENT FUND)**

**NET RECEIPTS**

**Ontario Highway Transport Board**

Fees..... \$ 79,489.68

**Motor Vehicles Branch**

Permits and Licences		
Passenger.....	\$21,705,348.10	
Commercial.....	18,870,366.78	
Dual Purpose.....	959,322.55	
Trailer.....	3,429,498.85	
Motorcycle.....	32,256.10	
Dealers		
Automobile.....	\$75,269.00	
Motorcycle.....	51.00	
	<hr/>	75,320.00
Operators and Instruction.....		1,615,506.70
Chauffeurs.....		783,594.10
In Transits.....		13,116.75
Garages.....		106,808.50
		<hr/>
		\$47,591,138.43

Fees		
Transfers.....	\$ 891,240.60	
Public Vehicles.....	432,268.09	
Public Commercial Vehicles.....	2,193,494.76	
Duplicate Cards.....	68,236.50	
Searches and Certificates.....	45,331.56	
Lists.....	15,497.95	
Examinations.....	63,189.00	
		<hr/>
		3,709,258.46
Fines.....		1,262,092.34
		<hr/>
		\$52,562,489.23
Total net receipts (exclusive of the Unsatisfied Judgment Fund).....		<hr/>
		\$52,641,978.91
		<hr/>

**YEAR ENDING MARCH 31, 1958**  
**MENT FUND)**

**DISBURSEMENTS**

**Main Office**

Salaries.....	\$ 44,188.68	
Travelling Expenses.....	3,611.11	
Maintenance.....	50,302.85	
Unemployment Insurance Stamps.....	3,180.84	
		\$ 101,283.48

**Ontario Highway Transport Board**

Salaries.....	\$ 77,729.14	
Travelling Expenses.....	2,593.07	
Maintenance.....	6,138.18	
		86,460.39

**Motor Vehicles Branch**

Salaries.....	\$ 1,268,748.92	
Travelling Expenses.....	97,957.71	
Maintenance.....	329,788.21	
Highway Safety Publicity.....	386,504.19	
Registration Plates and Supplies.....	427,456.51	
Fees, etc.....	87,860.49	
Grants:		
Ontario Safety League.....	15,000.00	
Ontario Traffic Conference.....	1,000.00	
Canadian Highway Safety Conference.....	8,000.00	
		2,622,316.03

Total disbursements (exclusive of the Unsatisfied Judgment Fund).....	\$ 2,810,059.90
Excess of net receipts over disbursements.....	49,831,919.01
	<u>\$52,641,978.91</u>

## PERSONNEL BRANCH

The main problem confronting the Personnel Branch on its formation in October 1957 was one of extensive recruitment for the Department as a whole. Additional staff were required not merely for the Motor Vehicles Branch, which had recently been transferred from the Department of Highways and whose functions had been expanded, but also for new branches and divisions. Over the six-month period ending on March 31, 1958, 79 full-time employees were recruited, 21 of whom were commercial vehicle inspectors and 19 driver examiners, both groups engaged on a probationary basis.

A survey of the entire staff of the Department was conducted to discover whether the classifications assigned were appropriate for the work. As a result of this study, many upgradings were recommended.

Plans were drawn up for the recruitment of inspectors and examiners in a fair and impartial manner, with the aid of precise qualification standards.

A training programme for probationary appointees was introduced and supervisors were encouraged to make full use of on-the-job training techniques.

Under the direction of the Deputy Minister, a study was begun of those changes in the organizational structure of the Department which would enable it to perform its assigned functions with maximum efficiency and render the best possible service to the public.

One of the problems encountered at an early stage was that of making the most efficient use of space. In some cases, this required the transfer of entire units to new and more suitable space rented in other locations.

Modern personnel filing procedures were introduced to provide complete, up-to-date information on each employee. This facilitated the filling of most of the newly created executive positions through internal promotion.

The Branch was encouraged by the discovery that the staff of the Department, many of whom had long service with the Government, were of a high standard. Its difficulties were appreciably lessened, during this initial phase of its activities, by the almost entire absence of personnel complaints.

## MOTOR VEHICLES BRANCH

### Licensing Division

Reference has already been made in the Introduction to this report to the great increase in the use of motor vehicles which has occurred in Ontario over the postwar period. The impact of this increase on the Licensing Branch may be gauged from the following tables, which include the numbers of licences and permits of various types issued by the Branch during recent years. In the 1957 licence year, they totalled approximately five million, an average of almost one for every inhabitant of the Province.

The progress made since April 1, 1958 in coping with this problem is outlined in Part II of this report, where details are given of the new Government-operated issuing centres which have been opened and the preparations for a mechanized system of issue.

**TABLE 1: LICENCES AND PERMITS ISSUED, 1953-1957\***

CLASS OF LICENCE OR PERMIT	1953	1954	1955	1956	1957	% CHANGE 1957/1956
<b>Drivers' Licences:</b>						
Operators.....	1,018,140	1,077,004	1,150,090	1,221,637	1,299,467	6.4
Chauffeurs.....	638,119	670,563	706,755	746,152	789,084	5.7
TOTAL.....	1,656,259	1,747,567	1,856,845	1,967,789	2,088,551	6.1
Instruction Permits.....	327,404	329,212	370,093	406,479	426,834	5.0
Transfers.....	421,422	419,284	482,333	484,708	468,386	-3.4
"In Transit" Permits.....	17,337	10,633	17,573	24,764	14,522	-41.3
Manufacturers and dealers licences.....	2,526	2,496	2,587	2,673	2,741	2.5
Motorcycle dealers licences.....	18	18	15	13	9	-30.7

\* Excluding motor vehicle and trailer permits, shown in Table 2.

**TABLE 2: MOTOR VEHICLE REGISTRATIONS, ONTARIO, 1903-1957**

LICENCE YEAR*	PASSENGER	TRUCK AND TRACTOR	BUS	DUAL PURPOSE	MOTOR- CYCLE	TOTAL MOTOR VEHICLE	TRAILER
1903	178	.....		.....	.....	178	.....
1904	535	.....		.....	.....	535	.....
1905	553	.....		.....	.....	553	.....
1906	1,176	.....		.....	.....	1,176	.....
1907	1,530	.....		.....	.....	1,530	.....



TABLE 2: CONTINUED

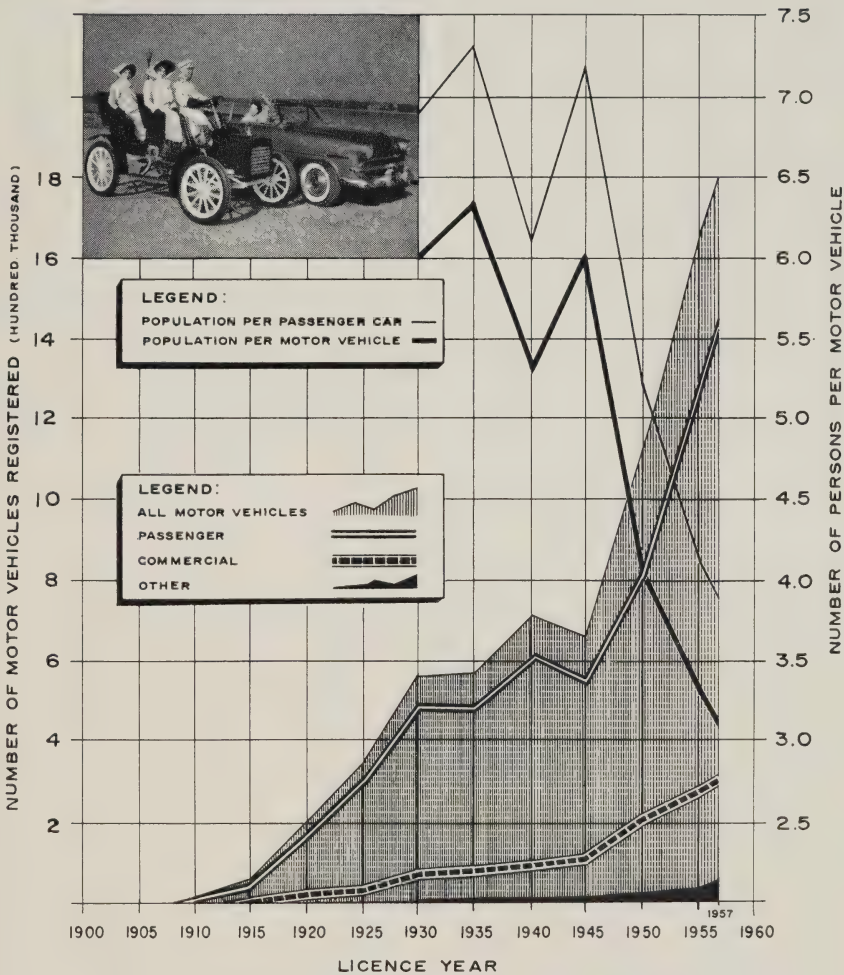
LICENCE YEAR*	PASSENGER	TRUCK AND TRACTOR	BUS	DUAL PURPOSE	MOTOR- CYCLE	TOTAL MOTOR VEHICLE	TRAILER
1908	1,754	.....	Included with truck and tractor	.....	.....	1,754	.....
1909	2,452	.....		.....	.....	2,452	.....
1910	4,230	.....		.....	.....	4,230	.....
1911	11,339	.....		.....	.....	11,339	.....
1912	16,268	.....		.....	1,754	18,022	.....
1913	23,700	.....		.....	2,900	26,600	.....
1914	31,724	.....		.....	3,633	35,357	.....
1915	42,346	.....		.....	4,174	46,520	.....
1916	51,589	2,786		.....	4,287	58,662	.....
1917	78,861	4,929		.....	5,180	88,970	.....
1918	101,599	7,529		.....	5,002	114,130	.....
1919	127,860	11,428		.....	5,516	144,804	.....
1920	155,861	16,204		.....	5,496	177,561	.....
1921	181,978	19,554		.....	4,989	206,521	327
1922	210,333	24,164		.....	4,799	239,296	463
1923	245,815	28,612		.....	4,325	278,752	591
1924	271,341	31,488		.....	3,941	306,770	778
1925	303,736	34,690		.....	3,748	342,174	1,058
1926	343,992	39,012		.....	3,345	386,349	1,398
1927	386,903	43,442		.....	3,159	433,504	1,962
1928	429,426	54,714		.....	3,197	487,337	3,281
1929	473,222	55,218		8,226	3,541	540,207	4,903
1930	490,906	61,690		5,986	3,924	562,506	7,111
1931	489,713	64,256		4,177	4,070	562,216	9,996
1932	462,923	61,347		3,239	4,088	531,597	12,998
1933	453,314	59,129	631	2,909	4,370	520,353	16,311
1934	470,617	63,771	665	2,724	4,468	542,245	19,871
1935	489,610	66,886	704	2,370	4,506	564,076	24,232
1936	514,211	69,924	769	†	4,553	589,457	27,930
1937	541,802	74,867	820	1,847	4,582	623,918	31,771
1938	580,364	80,758	884	1,876	5,206	669,088	39,059
1939	593,693	81,246	960	1,893	5,099	682,891	41,586
1940	610,576	84,980	1,058	1,855	5,403	703,872	44,650
1941	636,624	93,754	1,268	1,654	5,894	739,194	48,739
1942	611,897	94,318	1,518	1,543	6,104	715,380	48,795
1943	586,036	96,103	1,614	1,447	6,415	691,615	48,426
1944	568,223	97,869	1,743	1,321	5,901	675,057	48,900
1945	555,461	98,339	1,895	1,279	5,745	662,719	53,004
1946	585,604	115,002	2,215	1,303	6,982	711,106	61,114
1947	645,252	137,990	2,940	1,294	9,471	796,947	65,714
1948	698,384	159,388	3,201	1,199	11,086	873,258	69,425
1949	771,709	180,143	3,455	1,035	13,027	969,369	71,521
1950	881,143	199,188	3,612	6,428	13,709	1,104,080	72,519
1951	958,082	221,310	3,961	8,275	13,470	1,205,098	73,495
1952	1,024,816	239,675	3,916	9,939	13,407	1,291,753	74,937
1953	1,117,175	258,075	3,848	13,707	13,314	1,406,119	80,673
1954	1,187,725	268,269	3,972	17,560	12,454	1,489,980	86,839
1955	1,292,133	283,837	4,105	25,457	12,321	1,617,853	93,829
1956	1,365,874	293,049	4,280	35,385	11,652	1,710,240	100,472
1957	1,431,438	299,990	4,578	45,971	11,522	1,793,499	109,150

\* The licence year is not synonymous with either the calendar or fiscal year but covers the period during which plates carrying the number of a particular year are issued. The 1957 licence year extended from January 1, 1957 to March 12, 1958.

† Included with passenger vehicles.

# MOTOR VEHICLE REGISTRATIONS AND NUMBER OF PERSONS PER MOTOR VEHICLE IN ONTARIO

1903 - 1957<sup>1)</sup>



1) THE NUMBER OF PERSONS PER MOTOR VEHICLE IS GIVEN FOR THE YEARS 1930-1957 ONLY

**TABLE 3: HEAVY COMMERCIAL COMPARED WITH TOTAL COMMERCIAL VEHICLE REGISTRATIONS, ONTARIO, 1945-1957**

LICENCE YEAR	HEAVY COMMERCIAL*	INDEX NO. (1945 = 100)	ALL COMMERCIAL†	INDEX NO. (1945 = 100)
1945	2,081	100	153,238	100
1946	3,139	151	178,331	116
1947	4,787	230	206,644	135
1948	6,381	307	232,014	151
1949	8,199	394	255,119	166
1950	11,424	549	275,319	180
1951	15,082	725	298,766	195
1952	18,594	893	318,528	208
1953	22,761	1,094	342,596	224
1954	26,145	1,256	359,080	234
1955	31,945	1,535	381,771	249
1956	37,877	1,820	397,801	260
1957	41,780	2,008	413,718	270

\* Trucks, buses and trailers with a registered gross weight of more than 10 tons.

† All trucks, buses and trailers.

**TABLE 4: PASSENGER AND COMMERCIAL MOTOR VEHICLE REGISTRATIONS BY COUNTIES AND DISTRICTS, 1956-1957**

COUNTY OR DISTRICT	PASSENGER		COMMERCIAL		TOTAL	
	1956	1957	1956	1957	1956	1957
Algoma.....	11,805	12,180	4,746	4,865	16,551	17,045
Brant.....	20,991	21,565	3,961	3,999	24,952	25,564
Bruce.....	12,480	12,707	3,081	3,153	15,561	15,860
Carleton.....	67,428	72,329	9,926	10,127	77,354	82,456
Cochrane.....	14,526	15,065	4,147	4,238	18,673	19,303
Dufferin.....	4,443	4,495	1,289	1,342	5,732	5,837
Dundas.....	5,595	5,684	1,280	1,312	6,875	6,996
Durham.....	7,461	7,815	1,887	1,931	9,348	9,746
Elgin.....	18,179	19,043	4,441	4,534	22,620	23,577
Essex.....	62,733	65,835	12,820	13,072	75,553	78,907
Frontenac.....	17,430	18,233	3,716	3,793	21,146	22,026
Glengarry.....	6,354	6,436	988	1,010	7,342	7,446
Grenville.....	5,248	5,553	1,354	1,390	6,602	6,943
Grey.....	15,439	15,655	3,198	3,230	18,637	18,885
Halldimand.....	8,178	8,439	2,771	2,884	10,949	11,323
Haliburton.....	2,017	2,080	824	826	2,841	2,906
Halton.....	17,852	19,862	3,901	3,986	21,753	23,848
Hastings.....	21,765	22,439	5,409	5,525	27,174	27,964
Huron.....	14,380	14,796	3,819	3,890	18,199	18,686
Kenora.....	6,491	6,806	2,725	2,774	9,216	9,580
Kent.....	25,495	26,674	7,206	7,351	32,701	34,025
Lambton.....	24,031	25,184	4,953	5,149	28,984	30,333
Lanark.....	9,721	9,949	2,187	2,214	11,908	12,163
Leeds.....	10,560	10,936	2,499	2,546	13,059	13,482
Lenn. and Addington.....	5,035	5,308	1,673	1,710	6,708	7,018
Lincoln.....	30,626	32,069	5,937	6,045	36,563	38,114
Manitoulin.....	1,908	1,930	1,009	1,027	2,917	2,957
Middlesex.....	48,784	51,326	9,928	10,185	58,712	61,511
Muskoka.....	6,135	6,409	2,389	2,430	8,524	8,839

TABLE 4: CONTINUED

COUNTY OR DISTRICT	PASSENGER		COMMERCIAL		TOTAL	
	1956	1957	1956	1957	1956	1957
Nipissing.....	8,640	9,049	3,887	3,967	12,527	13,016
Norfolk.....	12,732	13,326	3,161	3,208	15,893	16,534
Northumberland.....	7,839	8,062	2,327	2,359	10,166	10,421
Ontario.....	24,199	24,985	5,082	5,198	29,281	30,183
Oxford.....	18,183	18,554	5,254	5,367	23,437	23,921
Parry Sound.....	4,952	5,180	2,709	2,778	7,661	7,958
Peel.....	17,786	20,529	4,163	4,274	21,949	24,803
Perth.....	15,189	15,569	3,354	3,425	18,543	18,994
Peterborough.....	17,812	18,655	3,574	3,664	21,386	22,319
Prescott.....	4,480	4,575	1,561	1,598	6,041	6,173
Prince Edward.....	5,284	5,342	1,500	1,534	6,784	6,876
Rainy River.....	4,235	4,565	1,653	1,679	5,888	6,244
Renfrew.....	17,825	18,684	3,986	4,067	21,811	22,751
Russell.....	3,269	3,438	1,144	1,180	4,413	4,618
Simcoe.....	30,473	31,841	7,016	7,035	37,489	38,876
Stormont.....	12,146	13,487	1,964	2,564	14,110	16,051
Sudbury.....	23,860	25,071	6,685	6,766	30,545	31,837
Thunder Bay.....	20,845	22,301	6,806	6,969	27,651	29,270
Temiskaming.....	11,376	11,671	4,180	4,255	15,556	15,926
Victoria.....	8,023	8,211	2,106	2,151	10,129	10,362
Waterloo.....	36,276	38,174	7,810	8,169	44,086	46,343
Welland.....	38,920	40,920	8,227	8,488	47,147	49,408
Wellington.....	29,086	29,949	4,253	4,331	33,339	34,280
Wentworth.....	84,826	88,198	13,904	14,188	98,730	102,386
York.....	402,980	422,752	75,934	77,781	478,914	500,533
Non-Residents.....	1,548	1,548	1,025	1,035	2,573	2,583

TABLE 5: PASSENGER AND COMMERCIAL MOTOR VEHICLE REGISTRATIONS  
BY CITIES, 1956-1957

CITY	PASSENGER		COMMERCIAL		TOTAL	
	1956	1957	1956	1957	1956	1957
Belleville.....	7,114	7,583	1,214	1,266	8,328	8,849
Brantford.....	13,116	13,620	2,246	2,275	15,362	15,895
Chatham.....	7,316	7,645	2,057	2,103	9,373	9,748
Cornwall.....	7,274	9,400	1,240	1,546	8,514	10,946
Fort William.....	8,158	9,206	1,835	1,903	9,993	11,109
Galt.....	6,151	6,464	1,043	1,117	7,194	7,581
Guelph.....	8,394	8,883	1,287	1,347	9,681	10,230
Hamilton.....	61,213	62,988	9,462	9,873	70,675	72,861
Kingston.....	11,060	11,804	1,727	1,784	12,787	13,588
Kitchener.....	15,485	16,366	2,829	2,909	18,314	19,275
London.....	35,397	36,340	5,599	5,769	40,996	42,109
Niagara Falls.....	12,536	13,094	2,416	2,472	14,952	15,566
North Bay.....	4,490	4,705	1,475	1,500	5,965	6,205
Oshawa.....	12,481	12,932	2,488	2,565	14,969	15,497
Ottawa.....	52,659	53,969	7,843	8,090	60,502	62,059
Owen Sound.....	5,092	5,176	1,030	1,051	6,122	6,227
Peterborough.....	11,035	11,707	1,584	1,653	12,619	13,360

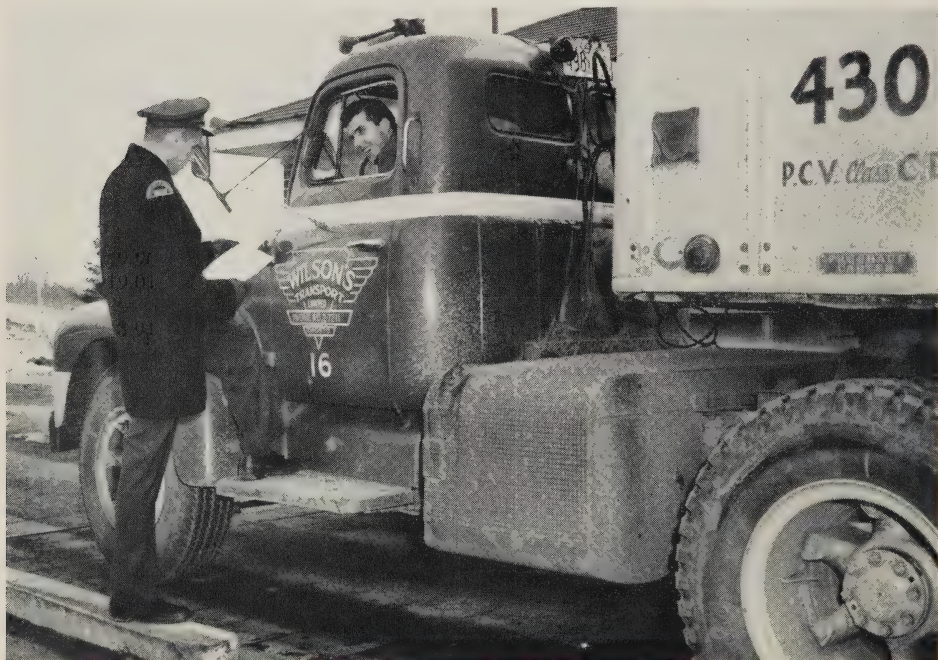


TABLE 5: CONTINUED

CITY	PASSENGER		COMMERCIAL		TOTAL	
	1956	1957	1956	1957	1956	1957
Port Arthur.....	8,066	8,439	1,907	2,034	9,973	10,473
St. Catharines.....	15,819	17,271	2,646	2,729	18,465	20,000
St. Thomas.....	6,959	7,116	1,044	1,086	8,003	8,202
Sarnia.....	11,761	12,492	2,049	2,090	13,810	14,582
Sault Ste. Marie.....	7,548	7,789	2,391	2,480	9,939	10,269
Stratford.....	5,966	6,128	1,029	1,076	6,995	7,204
Sudbury.....	11,492	12,015	2,715	2,946	14,207	14,961
Toronto (Metro).....	363,865	378,334	65,457	74,781	429,322	453,115
Waterloo.....	3,872	4,256	1,309	1,357	5,181	5,613
Welland.....	7,194	8,093	1,430	1,476	8,624	9,569
Windsor.....	37,603	39,360	7,397	7,710	45,000	47,070
Woodstock.....	5,221	5,496	1,115	1,152	6,336	6,648

### Public Vehicles Division

The Public Vehicles Division has a number of important duties to perform, relating to the operation of various categories of trucks and buses. Its main task is to ensure that operators of for-hire vehicles conform with the Public Vehicles, Public Commercial Vehicles and Highway Traffic Acts and the regulations made thereunder, as well as with the Motor Vehicle Transport Act (Canada). Where a certificate of public necessity and convenience has been



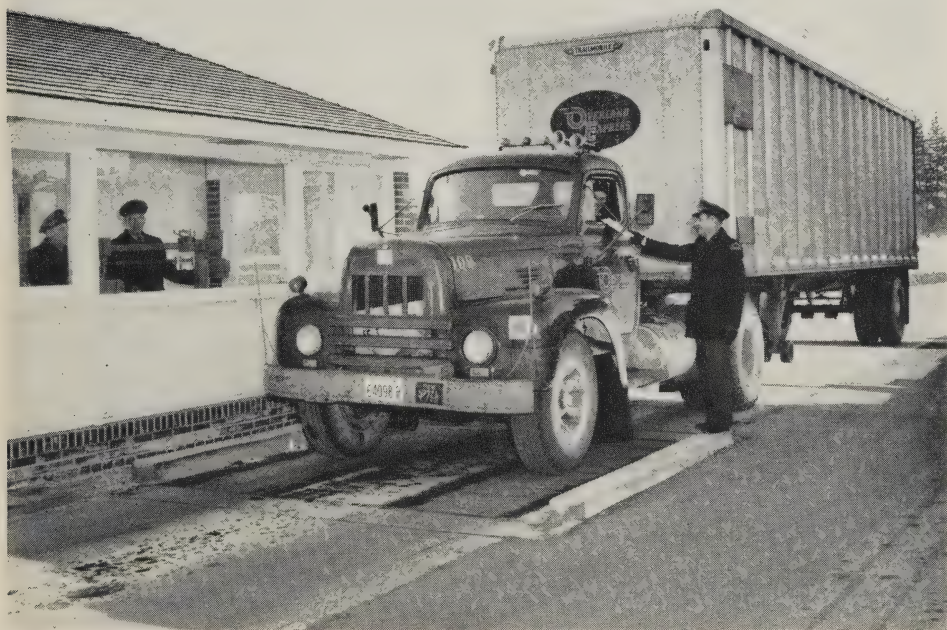
Inspector examining a public commercial vehicle operating licence.

granted by the Ontario Highway Transport Board, the Division may issue public vehicle, public commercial vehicle and extra-provincial operating licences, together with a licence for each vehicle operated under their authority. A large staff of inspectors checks trucks and buses on the highways. In addition, at a growing number of permanent weigh stations, as well as with the aid of portable weighing equipment, a significant proportion of all trucks and combinations (both private and for-hire) is weighed to ensure that the weight and size limitations prescribed under the Highway Traffic Act are not exceeded.

Over the five-year period April 1, 1953 to March 31, 1958 the number of public commercial vehicles licensed in Ontario rose by more than 50 per cent. This rapid rate of growth, combined with a policy of stricter enforcement, is reflected in the increase in the number of vehicles examined, from 36,217 in 1956-1957 to 283,060 in 1957-1958. Of the latter, 10,949 were weighed on portable scales.

The value of the weight enforcement programme in preventing abuse of the highways by overweight and oversize vehicles is becoming increasingly clear. There is a substantial and growing saving of highway construction and maintenance costs. At the same time, it is apparent from the registration records that much revenue which was previously being lost through commercial vehicles being registered at too low a gross weight is now being obtained.

The weighing programme of the Division began on September 1, 1956. Since that date, it has been considerably expanded. In April 1957, responsibility was assumed for the operation of 19 permanent weigh stations south of North Bay, plus one portable weighing unit. The effect of stricter enforcement



Weigh station operated by Department of Transport at Lorne Park on the Queen Elizabeth Way.





Checking a cargo against the bill of lading.



**Mobile scale unit assembled for use.**

is indicated by the increased number of convictions registered against operators of commercial vehicles. Whereas during the initial seven-month period up to March 31, 1957 there were 581 convictions for overloading, during the fiscal year 1957-1958 their number rose to 3,447.

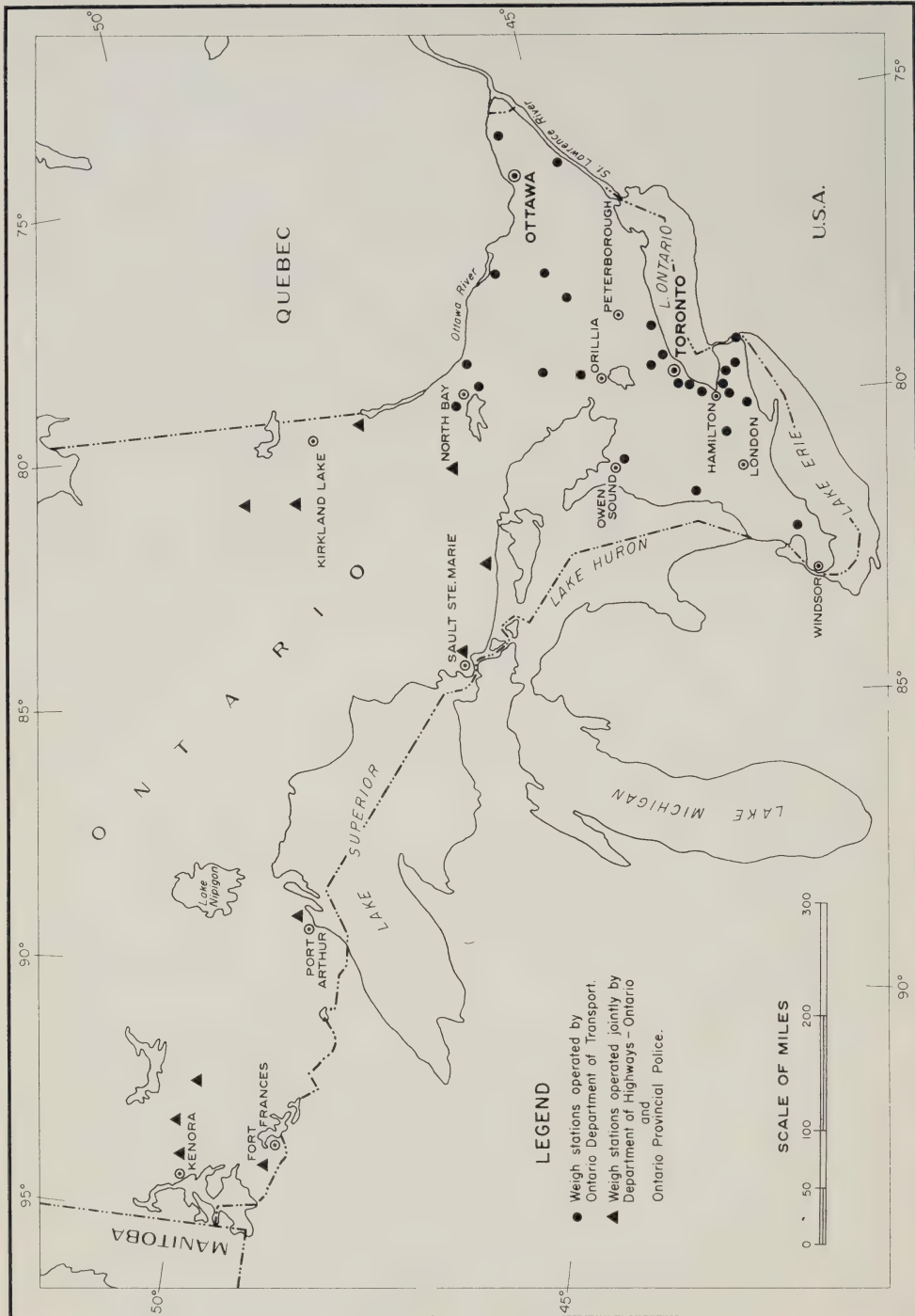
Plans for the construction of more permanent weigh stations have been made by the Department of Highways. To supplement their effect, it is proposed to use an increased number of portable weighing units. These will be employed on highways where the volume of commercial traffic is insufficient to justify the cost of a permanent weigh station. They will also be used in the vicinity of existing stations to discourage operators from attempting to bypass them.

Other enforcement activities of the Division received increased attention. These included the inspection of school buses to ensure that they were in safe operating condition, the examination of public vehicle and public commercial vehicle licences, and the checking of bus operations to verify that buses could keep to their time schedules without exceeding the speed limits prescribed by the Highway Traffic Act.

The increased volume of work accomplished is reflected in the rise in the number of convictions for all types of offence, from 1,366 in 1956-1957 to 4,933 in 1957-1958. That the great majority of commercial motor vehicle operators are law-abiding is, however, demonstrated by the low figure of 1.7 convictions per 100 vehicles examined.



# WEIGH STATIONS IN ONTARIO





Combination about to be weighed on mobile scale unit.

**TABLE 6: PROSECUTIONS BY THE PUBLIC VEHICLES DIVISION  
FISCAL YEAR 1957-1958**

STATUTORY AUTHORITY	SECTION OF ACT	SWORN DEPOSITIONS	DISMISSALS	CONVICTIONS
Public Commercial Vehicles Act	Sec. 2-2: no vehicle licence	348	4	371
	Sec. 2-1: no operating licence	497	13	430
	Sec. 7-2: not displaying	120	3	137
	Reg. 1-1: operating contrary	36	1	31
Motor Vehicle Transport Act	Sec. 3-1: no operating licence	117	1	129
Highway Traffic Act	Sec. 36-1: excess gross	3,316	21	3,447
	Other infractions	398	8	386
Public Vehicles Act	Public vehicle infractions	6	0	2
			TOTAL	4,933

NOTE: Where sworn depositions do not balance with dismissals plus convictions, this is due to depositions made before April 1, 1957 having reached the courts after that date and depositions made during the fiscal year having reached the courts after March 31, 1958.

**TABLE 7: PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES  
NUMBER ISSUED APRIL 1, 1953-MARCH 31, 1958**

CLASS OF LICENCE	1953	1954	1955	1956	1957	% CHANGE 1957/1956
A	229	217	209	206	203	- 1.5
B	38	39	38	35	32	- 8.6
C	598	565	536	545	505	- 7.3
D	471	477	449	503	581	+15.5
E	724	737	716	715	679	- 5.0
F	3,300	4,094	4,666	5,091	4,751	- 6.7
FS	353	361	354	364	354	- 2.8
H	150	150	138	140	144	+ 2.9
K	95	97	102	114	126	+10.5
L	25	34	37	44	49	+11.4
X	.....	.....	147	378	548	+45.0
TOTAL	5,983	6,771	7,392	8,135	7,972	- 2.0

**TABLE 8: PUBLIC COMMERCIAL VEHICLES  
NUMBER LICENSED APRIL 1, 1953-MARCH 31, 1958**

CLASS OF LICENCE	1953	1954	1955	1956	1957	% CHANGE 1957/1956
A	7,292	7,725	8,286	9,328	9,844	+ 5.5
B	73	76	80	96	96	0.0
C	2,214	2,306	2,419	2,659	2,922	+ 9.9
D	2,563	2,510	2,426	3,206	4,089	+27.5
E	986	1,008	1,019	1,011	1,036	+ 2.5
F	5,032	5,929	7,103	7,780	8,008	+ 2.9
FS	569	605	644	716	698	- 2.5
H	724	753	746	850	885	+ 4.1
K	220	241	257	287	320	+11.5
X	.....	.....	736	1,283	1,790	+39.5
TOTAL	19,673	21,153	23,716	27,216	29,688	+ 9.1

**TABLE 9: PUBLIC VEHICLE OPERATING LICENCES  
NUMBER ISSUED APRIL 1, 1953-MARCH 31, 1958**

CLASS OF LICENCE	1953	1954	1955	1956	1957	% CHANGE 1957/1956
Public Vehicle	232	228	225	235	227	- 3.4
School Vehicle	1,504	1,648	1,788	1,874	1,758	- 6.2
TOTAL	1,736	1,876	2,013	2,109	1,985	- 5.9

**TABLE 10: PUBLIC VEHICLES  
NUMBER LICENSED APRIL 1, 1953-MARCH 31, 1958**

CLASS OF VEHICLE	1953	1954	1955	1956	1957	% CHANGE 1957/1956
Public Vehicle	2,558	2,604	2,622	2,705	2,677	- 1.0
School Vehicle	1,879	1,986	2,006	2,034	2,212	+ 8.8
TOTAL	4,437	4,590	4,628	4,739	4,889	+ 3.2



Public vehicle inspectors checking a school bus for mechanical efficiency.



## **Driver Improvement Division**

On the formation of the Department, it was decided that applicants for drivers' licences should be required to undergo a more searching examination and that the behaviour of licensed drivers should be more strictly controlled. In connection with the former, plans were made to open permanent driver examination centres, staffed by fully trained civil servants, in major cities throughout the Province. In July 1957, only one such centre — at Spadina Avenue, Toronto — was in existence. By March 31, 1958 four more centres had been opened at Downsview, London, Hamilton and Port Credit.

The programme of more rigorous driver examinations and stricter driver control did not gain its full momentum until after April 1, 1958. Details are therefore provided in Part II of this report.



**The Honourable John Yaremko, Q.C., Minister of Transport, being checked for distance judgment at one of the newly opened driver examination centres.**

## **Accident Records Division**

In January 1957 the accident report form used in Ontario was revised to conform with Canadian standards developed by the Dominion Bureau of Statistics. Owing to changes in classification, comparisons with previous years are not possible in the case of some items.

The following data relate to accidents involving personal injury, or property damage in excess of \$100.00, reported to the Department during the calendar year 1957.

**TABLE 11: NATURE OF ACCIDENTS  
ONTARIO, 1956 AND 1957**

	1956		1957		% CHANGE
	No.	%	No.	%	
Fatal.....	1,008	1.4	1,089	1.4	+ 8.0
Personal Injury.....	19,358	27.1	20,433	26.8	+ 5.5
Property Damage only..	51,033	71.5	54,780	71.8	+ 7.3
TOTAL.....	71,399	100.0	76,302	100.0	+ 6.9

In 1957 there were 76,302 motor traffic accidents reported, representing an increase of 4,903 or 6.9 per cent over the total of 71,399 for the previous year. Almost 72 per cent of the accidents caused damage to vehicles or other property only. Fatal accidents rose by 8.0 per cent.

### Types of Accident

Two main classes of accident comprised 78.7 per cent of the total number reported: collision with another motor vehicle, 65.9 per cent; and non-collision (running off the road, overturning), 12.8 per cent. These classes also showed marked increases over 1956.

It is significant that although pedestrians were involved in only 6.6 per cent of all accidents, they accounted for 31.8 per cent of the fatalities. Pedestrian fatalities were almost one-sixth greater than in 1956.

**TABLE 12A: ALL ACCIDENTS, BY TYPE OF COLLISION  
ONTARIO, 1956 AND 1957**

	1956		1957		% CHANGE
	No.	%	No.	%	
Collision with —					
1. Other motor vehicle.....	46,276	64.8	50,270	65.9	+ 8.6
2. Fixed object.....	7,535	10.5	7,545	9.9	+ 0.1
3. Pedestrian.....	4,847	6.8	5,153	6.6	+ 6.3
4. Bicycle.....	1,078	1.5	1,120	1.5	+ 3.9
5. Motorcycle.....	559	.8	522	.7	— 6.6
6. Railroad train.....	503	.7	529	.7	+ 5.2
7. Street car.....	510	.7	490	.6	— 3.9
8. Other vehicle.....	263	.4	285	.4	+ 8.4
9. Horse-drawn vehicle....	47	.1	58	.1	+12.3
10. Animal }.....	651	.9	508	.7	— 9.8
11. Miscellaneous }.....			79	.1	
Non-collision.....	9,130	12.8	9,743	12.8	+ 6.7
TOTAL.....	71,399	100.0	76,302	100.0	+ 6.9

**TABLE 12B: FATAL ACCIDENTS, BY TYPE OF COLLISION  
ONTARIO, 1956 AND 1957**

	1956		1957		% CHANGE
	No.	%	No.	%	
Collision with —					
1. Other motor vehicle.....	307	30.5	325	29.8	+ 5.9
2. Fixed object.....	90	8.9	97	8.9	+ 7.8
3. Pedestrian.....	299	29.7	346	31.8	+15.7
4. Bicycle.....	30	3.0	32	2.9	+ 6.7
5. Motorcycle.....	16	1.6	13	1.2	-18.7
6. Railroad train.....	65	6.4	67	6.2	+ 3.1
7. Street car.....	.....	.....	2	.2	.....
8. Other vehicle.....	4	.4	12	1.1	.....
9. Horse-drawn vehicle....	2	.2	2	.2	.....
10. Animal }.....	2	.2	1	.1	.....
11. Miscellaneous }.....	.....	.....	1	.1	.....
Non-collision.....	193	19.1	191	17.5	- 1.0
TOTAL.....	1,008	100.0	1,089	100.0	+ 8.0

#### Drivers in All Accidents and Fatal Accidents, by Age Groups

The table below reveals that, making no allowance for mileage driven and other "exposure" factors, younger drivers — in relation to their numbers — were involved in an unduly large proportion of accidents, both fatal and otherwise. Thus, although drivers in the age group 16 to 19 years constituted only 6.8 per cent of the drivers licensed in 1957, they formed 11.3 per cent of the drivers in all accidents and 10.6 per cent of those in fatal accidents. The same is true of drivers in the age group 20 to 24 years.

**TABLE 13: DRIVERS INVOLVED IN ALL ACCIDENTS AND  
FATAL ACCIDENTS BY AGE GROUP, ONTARIO, 1957**

AGE (YEARS)	PERCENTAGE OF LICENSED DRIVERS	ALL ACCIDENTS		FATAL ACCIDENTS	
		No.	%	No.	%
Under 16.....	.....	148	.1	2	.1
16-19.....	6.8	14,379	11.3	159	10.6
20-24.....	12.1	23,414	18.5	282	18.7
25-34.....	28.5	38,771	30.6	477	31.7
35-44.....	24.0	24,708	19.5	264	17.6
45-54.....	15.8	14,765	1.6	175	11.6
55-64.....	8.5	7,339	5.8	78	5.2
65 and over.....	4.3	3,283	2.6	67	4.5
Not stated.....	.....	1,448	.....	13	.....
TOTAL.....	100.0	128,255	100.0	1,517	100.0

Condition of Drivers

In view of the importance widely ascribed to drinking as a factor in road traffic accidents, it is interesting to note that more than nine-tenths of the drivers in all accidents and over four-fifths of those in fatal accidents in 1957 were classified by the police as "apparently normal." Drivers reported to have been drinking or with "ability impaired" formed only 6.5 per cent and 15.4 per cent of the drivers concerned in all accidents and fatal accidents respectively.

Fatalities

During the year 1,279 persons were killed in road traffic accidents in Ontario. Of these, motor vehicle drivers (33.8 per cent) and pedestrians (28.4 per cent) together formed nearly two-thirds of all deaths. Almost the entire remainder were passengers.

More than 60 per cent of the pedestrians fatally injured were either under 15 or over 65 years of age.

It is a cause for particular regret that one person in every nine killed in motor vehicle accidents was a child of under 15 years of age, either walking or riding a bicycle.

TABLE 14: PERSONS KILLED, BY CLASS AND AGE GROUP  
ONTARIO, 1957

AGE (YEARS)	MOTOR VEHICLE DRIVER		MOTOR VEHICLE PASSENGER		PEDES- TRIAN		BICY- CLIST		OTHER		TOTAL	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
0- 4.....	....	.....	25	5.9	46	12.7	....	.....	....	.....	71	5.6
5-14.....	....	.....	14	3.3	75	20.7	21	65.6	....	.....	110	8.6
15-19.....	43	9.5	59	14.0	9	2.5	4	12.5	....	.....	115	9.0
20-24.....	82	18.1	67	15.9	7	1.9	1	3.1	....	.....	157	12.3
25-34.....	110	24.3	77	18.3	22	6.1	1	3.1	....	.....	210	16.4
35-44.....	81	17.9	51	12.1	21	5.8	1	3.1	4	36.4	158	12.4
45-54.....	66	14.6	39	9.3	33	9.1	1	3.1	3	27.3	142	11.1
55-64.....	38	8.4	37	8.8	48	13.2	2	6.3	1	9.1	126	9.9
65 and over.....	32	7.1	52	12.4	102	28.1	1	3.1	3	27.3	190	14.9
TOTAL.....	452	100.0	421	100.0	363	100.0	32	100.0	11	100.0	1,279	100.0

Non-fatal Injuries

During 1957, the number of persons (30,414) who suffered non-fatal injuries in motor vehicle accidents was nearly twenty-four times as great as the number killed (1,279). There are some fairly marked differences in the composition of these two totals. Although in each case drivers formed almost exactly the same proportion (some 35 per cent) of the total, pedestrians formed only 17.0 per cent of non-fatal casualties, in contrast to 28.4 per cent of the fatalities. Passengers show an opposite tendency, the corresponding percentages being 44.0 per cent (injured) and 32.9 per cent (killed).



One-half of the pedestrians and bicyclists injured were children under 15 years of age. They accounted for no less than 10.2 per cent of the total number injured.

**TABLE 15: PERSONS INJURED, BY CLASS AND AGE GROUP  
ONTARIO, 1957**

AGE (YEARS)	MOTOR VEHICLE DRIVER		MOTOR VEHICLE PASSENGER		PEDES- TRIAN		BICY- CLIST		OTHER		TOTAL	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
0-4.....	.....	.....	604	4.5	807	15.6	.....	.....	1	1.5	1,412	4.6
5-14.....	6	.1	1,077	8.1	1,556	30.0	752	68.0	8	12.1	3,399	11.2
15-19.....	1,155	10.8	2,008	15.0	560	10.8	186	16.8	3	4.5	3,912	12.9
20-24.....	1,918	18.0	2,005	15.0	233	4.5	42	3.8	5	7.6	4,203	13.8
25-34.....	2,943	27.5	2,507	18.7	315	6.1	29	2.6	8	12.1	5,802	19.1
35-44.....	2,193	20.5	1,845	13.8	360	6.9	20	1.8	12	18.2	4,430	14.6
45-54.....	1,289	12.1	1,303	9.7	334	6.4	26	2.4	9	13.6	2,961	9.7
55-64.....	701	6.6	857	6.4	337	6.5	21	1.9	12	18.2	1,928	6.3
65 and over	387	3.6	620	4.6	502	9.7	23	2.1	5	7.6	1,537	5.1
Not stated	92	.9	551	4.1	177	3.4	7	.6	3	4.5	830	2.7
TOTAL	10,684	100.0	13,377	100.0	5,181	100.0	1,106	100.0	66	100.0	30,414	100.0

### Accidents by Place of Occurrence

**TABLE 16: ALL ACCIDENTS AND FATAL ACCIDENTS,  
BY PLACE OF OCCURRENCE, ONTARIO, 1957**

	ALL ACCIDENTS		FATAL ACCIDENTS	
	No.	%	No.	%
<b>Urban</b>				
1. Metropolitan roads and streets.....	17,043	22.3	120	11.0
2. Cities (10,000 population and over).....	22,841	29.9	151	13.9
3. Other urban (1,000 to 9,999 population)	4,889	6.4	61	5.6
TOTAL.....	44,773	58.7	332	30.5
<b>Rural</b>				
1. King's highways.....	18,897	24.8	511	46.9
2. Secondary roads.....	1,308	1.7	24	2.2
3. County roads.....	5,637	7.4	128	11.7
4. Organized township roads.....	4,382	5.7	76	7.0
5. Unorganized township roads.....	274	.4	3	.3
6. Local and other roads.....	1,031	1.4	15	1.4
TOTAL.....	31,529	41.3	757	69.5
GRAND TOTAL.....	76,302	100.0	1,089	100.0

The above classification of Ontario streets and highways was introduced at the beginning of 1957 and for this reason comparison with previous years is not possible.

As might perhaps be expected, while all types of accident were more numerous in urban areas, by far the greater proportion of fatalities occurred on rural roads.

### Accidents by Month of Occurrence

During 1957 as a whole, there was a 6.9 per cent increase over 1956 in all types of accident. However, this overall change conceals marked fluctuations in the rate of increase over different periods of the year. Compared with the corresponding months of 1956, there was a very large (48 per cent) increase in January 1957, followed by decreases of 3.9 per cent and 8.7 per cent in February and March. Substantial increases during the first two quarters of the year were followed by only very small advances during the remaining quarters.

As in previous years, most (57.8 per cent) of the fatal accidents recorded in 1957 occurred in the third and fourth quarters. Marked increases over 1956 were experienced in the first two quarters. November, with 125 fatalities, was the peak month.

**TABLE 17A: ALL ACCIDENTS BY MONTHS  
ONTARIO, 1956 AND 1957**

	1956		1957		% CHANGE
	No.	%	No.	%	
1. January.....	5,364	7.5	7,937	10.4	+48.0
2. February.....	5,872	8.2	5,691	7.5	— 3.9
3. March.....	5,715	8.0	5,220	6.8	— 8.7
(1st Quarter).....	(16,951)	(23.7)	(18,848)	(24.7)	(+11.2)
4. April.....	4,379	6.1	5,259	6.9	+20.1
5. May.....	4,999	7.0	5,650	7.4	+13.0
6. June.....	5,406	7.6	6,161	8.1	+14.0
(2nd Quarter).....	(14,784)	(20.7)	(17,070)	(22.4)	(+15.5)
7. July.....	5,945	8.3	5,924	7.8	— .4
8. August.....	6,135	8.6	6,587	8.6	+ 7.4
9. September.....	6,309	8.9	6,356	8.3	+ .7
(3rd Quarter).....	(18,389)	(25.8)	(18,867)	(24.7)	(+ 2.6)
10. October.....	5,883	8.2	6,299	8.2	+ 7.1
11. November.....	7,198	10.1	7,225	9.5	+ .4
12. December.....	8,194	11.5	7,993	10.5	— 2.5
(4th Quarter).....	(21,275)	(29.8)	(21,517)	(28.2)	(+ 1.1)
TOTAL.....	71,399	100.0	76,302	100.0	+ 6.9

**TABLE 17B: FATAL ACCIDENTS BY MONTHS  
ONTARIO, 1956 AND 1957**

	1956		1957		% CHANGE
	No.	%	No.	%	
1. January.....	47	4.7	68	6.2	+44.7
2. February.....	66	6.5	66	6.1	.....
3. March.....	64	6.4	78	7.2	+21.9
(1st Quarter).....	(177)	(17.6)	(212)	(19.5)	(+19.8)
4. April.....	65	6.4	79	7.2	+21.5
5. May.....	59	5.9	81	7.4	+37.3
6. June.....	94	9.3	88	8.1	- 6.4
(2nd Quarter).....	(218)	(21.6)	(248)	(22.7)	(+13.8)
7. July.....	90	9.0	89	8.2	- 1.1
8. August.....	101	10.0	120	11.0	+18.8
9. September.....	117	11.6	98	9.0	-16.2
(3rd Quarter).....	(308)	(30.6)	(307)	(28.2)	(- 0.3)
10. October.....	96	9.5	89	8.2	- 7.3
11. November.....	109	10.8	125	11.5	+14.7
12. December.....	100	9.9	108	9.9	+ 8.0
(4th Quarter).....	(305)	(30.2)	(322)	(29.6)	(+ 5.6)
TOTAL.....	1,008	100.0	1,089	100.0	+ 8.0

### **Cause of Accidents**

Most accidents are due to a combination of causes. Some of these are so remote that it is not possible to measure their importance relative to other, more immediate causes, although their presence may be a necessary condition of the accident. For this reason, any attempt to explain the occurrence of accidents must be imperfect. The actions of drivers in accidents occurring during 1957, as shown below, are those which were most frequently reported by investigating police officers.

#### *All Accidents*

Inattentive driving  
Speed too fast for road or traffic conditions  
Drove off roadway  
Did not have right of way  
Following too closely  
Driving on wrong side of road

#### *Fatal Accidents*

Speed too fast  
Drove off roadway  
Driving on wrong side of road  
Inattentive driving

### **Financial Responsibility Division**

The primary function of the Financial Responsibility Division, as its name implies, is to administer the Financial Responsibility Law. This statute requires the immediate suspension of the driver's licence and motor vehicle permit of every person who fails to satisfy a judgment for damages caused by a motor vehicle, and of persons who are convicted for certain offences under the Highway Traffic Act or Criminal Code. It also provides for licence suspension where it cannot be proved that a motor vehicle involved in an accident was insured at the time, such proof being required. The administration of the Unsatisfied Judgment Fund is a further duty of the Division.

TABLE 18: SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENT STATISTICS

1. NUMBER OF ACCIDENTS										2. NUMBER OF VICTIMS										3. NUMBER OF DRIVERS										4. PEDESTRIAN ACCIDENTS										5. AMOUNT OF PROPERTY DAMAGE										6. COMPARATIVE TOTALS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
TOTAL					BY TYPE OF ACCIDENT					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE					BY TYPE OF VEHICLE									





To discharge these functions, individual driving records are maintained which contain convictions reported to the Department by any court in the Province or by the authorities of other provinces and states; particulars of every accident resulting in personal injury, or in property damage exceeding \$100.00; judgments obtained for damages occasioned by the operation of a motor vehicle which are reported to the Department as uncollectible, and suspensions subsequently issued. At the present time, there are records of more than 1,250,000 drivers on file.

The table which follows shows the number of convictions reported, by nature of the offence. It is believed that the decrease is due to a fall in the number of reports received, rather than in the number of convictions registered. This is possibly due to the increased volume of work in court offices. To overcome this problem, steps have been taken to simplify the form in which reports are made.

**TABLE 19A: CONVICTIONS AND COMMITTALS FOR TRIAL  
REPORTED PURSUANT TO THE HIGHWAY TRAFFIC ACT  
CALENDAR YEARS 1956 AND 1957**

SECTION OF ACT	OFFENCE	NUMBER	
		1956	1957
3	Failure to register a motor vehicle.....	337	422
4	False statement on application for permit.....	1,667	1,107
5	Failure to have number plates.....	3,065	2,126
6	Failure to notify Dept. of change of ownership.....	893	628
7	Improper use of number plates.....	596	252
10	Improper lights.....	9,547	4,713
12	Defective brakes.....	4,969	2,093
13	Faulty equipment (mirror, windshield, etc.).....	1,196	498
14 & 15	Improper ties, clamps, etc.....	77	27
17	Unnecessary noise.....	3,870	3,313
19	Excessive width and length of vehicle.....	855	569
20a	Unsafe vehicle.....		354
21	Failure to have chauffeur's licence.....	282	291
23	Failure to produce chauffeur's licence.....	123	112
25	Procuring licence or permit illegally.....	259	260
26 & 27	No garage licence.....	16	11
28	Speeding.....	152,525	143,049
29	Careless driving.....	12,072	12,326
30	Racing.....	91	53
32	Unnecessarily slow driving.....	46	21
33	Defacing or removing signs.....	2	
34	Overweight re tires.....	26	62
36	Load in excess of permit issued.....	6,730	6,958
38	Overhanging load.....	429	364
40	No name of owner on commercial vehicle.....	3,031	1,203
41-1 (3a-4a)	Failure to give right of way.....	81,387	1,936
41-1 A-H	Failure to signal for turn.....		2,568
41-2	Disobeying traffic signal.....		13,288
41-3	Failure to stop at stop street or highway.....		24,340
41-5	Failure to keep in proper lane.....		383
41-6	Wrong way on one-way street.....		707
41-8-10	Failure to share the road.....		655
41-12-14	Bicycles.....		68
41-11, 15, 16	Improper passing.....		2,597
41-16A-17	Following too closely.....		1,038
41-18-19	Failure to yield right of way to ambulance, etc.....		37
41	Others.....		15

TABLE 19A: CONTINUED

41B	Passing school bus.....	18	94
42	Crossing traffic lanes improperly.....	79	54
43	Parking on highway.....	1,526	880
43-6-7	Failure to have flares.....	.....	167
45 & 46	Passing street cars or horses improperly.....	124	93
47 & 47A	Littering highway and soliciting rides.....	87	60
48	Failing to stop at accident and give name.....	753	19
52	Operating motor vehicle under age 16.....	92	63
68	Driving while permit or licence suspended.....	302	69
75	Failure to have operator's licence.....	5,216	4,728
76	Failure to produce operator's licence.....	2,940	1,995
110	Failure to report an accident.....	555	755
	Disobeying regulations under the Act.....	621	.....
	Other offences.....	1,006	238
TOTAL.....		297,410	237,659

**TABLE 19B: CONVICTIONS AND COMMITTALS FOR TRIAL  
REPORTED PURSUANT TO THE CRIMINAL CODE (CANADA)  
CALENDAR YEARS 1956 AND 1957**

SECTION OF ACT	OFFENCE	NUMBER	
		1956	1957
207	Motor manslaughter.....	.....	1
221 (1)	Criminal negligence.....	176	174
221 (2)	Leaving scene of accident.....	618	988
222	Driving while intoxicated.....	1,326	1,228
223	Driving while ability impaired.....	7,683	8,042
225	Driving while disqualified.....	1,119	1,603
280	Theft of motor vehicle.....	403	311
281	Taking vehicle without consent of owner.....	148	98
TOTAL.....		11,473	12,445

TABLE 19C: SUMMARY

Total Convictions and Committals for Trial under:

	1956	1957
Highway Traffic Act.....	297,410	237,659
Criminal Code (Canada).....	11,473	12,445
GRAND TOTAL.....	308,883	250,104

Numerous requests are received from police departments for abstracts of the operating records of individuals who have been charged with traffic offences. This information is necessary because heavier penalties are provided for second or subsequent offences. Such records are also required by many insurance companies before issuance of motor vehicle liability policies and by employers who anticipate employing individuals as drivers. More than 35,000 such reports were issued during the year.

When there is an addition to a record, the file is studied by a special reviewing officer. Depending on the number of entries or the nature of his record, the offender is sent a warning letter, required to file additional information, or asked to attend in person for a hearing to show cause why his licence

should not be suspended. Continued or frequent disregard of the traffic laws leads to suspension of the licence. Each case is considered individually and careful consideration is given to all personal factors involved, including number of miles driven, need for driver's licence, sense of responsibility, etc. The large increase in the number of cases dealt with under this system is noted by the issuance of 1,051 suspensions in 1957 for unfavourable operating records, compared with 604 for the previous year. An additional 2,200 drivers were either called in for a personal interview or received warning letters and were placed on probation.

It is also the practice of the Department to require certain classes of driver to submit to driving and vision tests. Included are all persons 80 years of age and over, when applying for renewal of their driver's licence; drivers 70 years of age or over who are involved in an accident; every person involved in a fatal accident and certain accident repeaters. In some cases, a report on physical condition is also required. It is interesting to note that of this group only 231 had their driver's licence suspended during the year because they failed to satisfy the examiner of their ability to operate a motor vehicle safely, as compared with 342 in 1956. During 1957 a policy was introduced to require every person whose driver's licence was suspended for any reason and who was a resident of an area serviced by one of our Driver Examination Centres to be re-examined as to driving ability before driving privileges were reinstated. Approximately 37 per cent of these failed to pass the first test. This was no doubt due to the fact that many had obtained driving licences at a time when tests were less searching than now.

**TABLE 20: SUSPENSIONS OF DRIVERS' LICENCES AND/OR  
MOTOR VEHICLE PERMITS**

CAUSE OF SUSPENSION	1956	1957	CHANGE 1957/1956		
			De-crease	In-crease	Percent-age
By judge or magistrate as penalty upon conviction for:					
Driving while intoxicated.....	170	137			
Impaired driving.....	1,061	1,221			
Careless driving.....	2,267	2,521			
Failure to remain at scene of accident.....	290	16			
Criminal negligence.....	122	114			
Other.....	148	142			
<b>TOTAL.....</b>	<b>4,058</b>	<b>4,151</b>		<b>93</b>	<b>2.3</b>

**Section 25 H.T.A.**

By Minister because of physical or mental disability, court recommendation and operating record:					
Mental and physical condition .....	254	193			
Re-examination of driving ability.....	342	231			
Operating record.....	604	1,051			
<b>TOTAL.....</b>	<b>1,200</b>	<b>1,475</b>		<b>275</b>	<b>22.9</b>

**Section 54 H.T.A.**

Mandatory suspensions for driving while intoxicated.....	1,003	925	78		7.8
--	-------	-----	----	--	-----



**TABLE 20: CONTINUED**

**Section 54A H.T.A.**

Mandatory suspensions for:				
Driving while ability impaired.....	6,356	6,454		
Criminal negligence.....		33		
TOTAL.....	6,356	6,487	131	2.1

**Section 81 (1) H.T.A.**

Suspensions until proof of financial responsibility filed.....	8,009	8,902	893	11.1
--	-------	-------	-----	------

NOTE: Many suspensions shown above under other headings may also require filing of financial responsibility before reinstatement.

**Section 82 (1) H.T.A.**

Failure to pay judgment.....	1,576	1,794	218	13.8
GRAND TOTAL.....	22,202	23,734	78	1,532
			6.9	

Licence suspension is applied not merely as an additional punishment for violators of traffic laws, but also as a corrective measure in the campaign for safety. Such action is designed to improve the driving behaviour of reckless, intoxicated or irresponsible drivers. At the same time, it removes incompetent and physically or mentally unfit operators from the highways.

The total of 23,734 suspensions applied in 1957 represented an increase of 1,532 over the total for the previous year. The preceding table sets these out in six classes. The first group shows 4,151 suspensions applied by the Courts following convictions for certain offences. In addition, the Minister has the authority under the Act to suspend a licence or permit for any reason he may deem sufficient; some 1,475 suspensions were applied under this authority, an increase of nearly 23 per cent over the corresponding total for 1956. These suspensions included persons who suffer from a condition or disability that might render them incapable of operating a motor vehicle safely. Recommendations for suspensions of this type are in all cases made to the Department following study by the Medical Advisory Board.

The Highway Traffic Act provides for a mandatory suspension of six months following a first conviction for driving while intoxicated, one year for a second or subsequent offence and three months for offences of driving while ability impaired or criminal negligence. All these penalties are doubled if the person guilty of the offence was concerned in an accident involving personal injury or property damage. During the year, 925 suspensions were issued as a result of convictions for driving while intoxicated; 6,454 for impaired driving and 33 for criminal negligence. However, so that this provision may not inflict too great a hardship on a first offender, legislation was enacted whereby such a person may, for the last half of the suspension applied as the result of property damage only, be issued a restricted licence upon the recommendation of the convicting magistrate to enable him to operate motor vehicles for the purpose of earning his living, providing other requirements of the Act are met. It should be noted, however, that under the Criminal Code, the Court may apply a suspension in excess of the mandatory provision of the Act up to a period of three years.

One of the main objectives of the financial responsibility provisions of the Act is to assist the innocent victim of a negligent driver to collect damages.

These provisions require suspension of both the driver's licence and owner's permit of every person who fails to satisfy a judgment for damages arising out of a motor vehicle accident, until an agreement for payment has been made. A total of 1,794 suspensions were applied for this reason during the year, representing an increase of more than 200 over the total for the previous year.

The following table is inserted to show the various periods for which the suspensions applied in 1957 were made effective:

**TABLE 21: PERIODS FOR WHICH SUSPENSIONS WERE ISSUED  
CALENDAR YEAR 1957**

PERIOD	NUMBER
Not more than three months.....	6,012
More than three months, but not more than six months.....	4,511
More than six months, but not more than one year.....	1,479
More than one year, but not more than two years.....	227
More than two years, but not more than three years.....	125
Indefinite.....	684
Until judgment paid.....	1,794
Until proof of financial responsibility filed.....	8,902
<b>TOTAL.....</b>	<b>23,734</b>

The Financial Responsibility Law provides that, whether or not one of the above-mentioned reasons for suspension exists, drivers' licences and motor vehicle permits shall be suspended until proof of financial responsibility, ensuring ability to pay damages caused by a motor vehicle, is filed. The following table shows that a total of more than 23,000 drivers were affected by the Law. Of these, 8,902 were suspended solely because the required proof of financial responsibility had not yet been filed.

**TABLE 22: NUMBER OF SUSPENSIONS REQUIRING FILING OF PROOF OF  
FINANCIAL RESPONSIBILITY BEFORE REINSTATEMENT, 1953-1957**

OFFENCE	1953	1954	1955	1956	1957
Speeding.....	41	40	37	100	122
No driver's licence.....	670	635	648	563	523
Improper lights.....	36	24	22	15	24
Defective brakes.....	233	202	160	162	120
Improper turning, signalling, etc.....	1,309	911	1,048	1,298	1,365
Failure to report an accident.....	287	260	215	253	294
Careless driving.....	4,282	3,497	3,743	4,785	5,184
Reckless or dangerous driving *.....	575	593	153	.....	.....
Leaving scene of accident.....	976	990	905	974	864
Driving while intoxicated.....	1,492	1,441	1,230	1,255	1,169
Driving while ability impaired.....	5,855	6,432	6,666	7,704	8,163
Theft of motor vehicle.....	499	502	397	228	57
Motor manslaughter.....	19	10	10	1	.....
Criminal negligence *.....	3	2	141	182	177
Other offences.....	76	52	79	92	203
Failure to satisfy a judgment.....	1,149	1,554	1,594	1,576	1,794
Cancellation of proof of F.R. †.....	2,421	3,086	2,384	2,276	3,078
<b>TOTAL.....</b>	<b>19,923</b>	<b>20,231</b>	<b>19,432</b>	<b>21,464</b>	<b>23,137</b>

\* Offence of dangerous driving removed from Criminal Code as from April 1, 1955. This accounts for the decrease in suspensions for reckless driving and the increase in suspensions for criminal negligence.

† Proof of financial responsibility filed, but cancelled before 2-year period expired.

Another important phase of driver control relates to enforcement of the suspension after it has been applied. The success of the overall programme depends entirely upon effective enforcement by the police and the courts. Excellent co-operation has been received from them. As evidence of their close surveillance, more than 1,600 persons were convicted of driving while disqualified. Many of these paid heavy fines, while others were imprisoned for terms ranging from a few days to two or three months. In addition, the police confiscated many hundreds of drivers' licences, motor vehicle permits and registration plates when owners failed to surrender them as required. In many instances, this entailed more than one trip to the licence holder's home, thus placing a heavy additional burden on already overworked enforcement agencies. Sincere thanks are extended to all police forces and courts in Ontario for their assistance during the past year.

Section 25-2 of the Highway Traffic Act provides that if a person is convicted of the offence of applying for, procuring or being in possession of a motor vehicle permit illegally after his permit has been suspended, the motor vehicle for which the permit was issued shall be forfeited to Her Majesty in right of Ontario. Section 68-2 provides that where a person is convicted of operating a motor vehicle, the permit for which is under suspension or has been cancelled, the motor vehicle shall likewise be forfeited to Her Majesty in right of Ontario. Pursuant to this legislation, a total of 215 vehicles were confiscated in 1957 and disposed of as follows:

**TABLE 23: DISPOSAL OF MOTOR VEHICLES FORFEITED TO THE CROWN  
CALENDAR YEAR 1957**

DISPOSITION	NUMBER
Sold by public auction.....	76
Released to lien holders.....	35
Unroadworthy and sold as salvage.....	48
Awaiting disposal at end of year.....	56
TOTAL.....	215

The Highway Traffic Act provides that persons convicted of certain lesser offences arising out of motor vehicle accidents shall not be required to file proof of financial responsibility for the future, if evidence is filed that there was protection under a motor vehicle liability policy at the time of the accident. The number of persons who were able to provide such evidence in 1957 is shown below.

Since the foregoing provision came into effect, the proportion of convicted persons found to have been driving insured vehicles has risen from 48 per cent in 1953 to 67 per cent in 1957. The steady nature of this increase would seem to indicate a growing sense of responsibility on the part of drivers likely to become involved in accidents.

**TABLE 24: NUMBER OF CONVICTED PERSONS, BY AGE,  
WHO FILED EVIDENCE OF LIABILITY INSURANCE COVERAGE  
AS REQUIRED BY SECTION 81A OF THE HIGHWAY TRAFFIC ACT  
CALENDAR YEAR 1957**

AGE (YEARS)	NUMBER REQUIRED TO FILE	NUMBER WHO FILED	PERCENTAGE WHO FILED
Under 21.....	2,488	1,420	57.1
21-24.....	1,920	1,124	61.1
25-39.....	4,297	2,990	69.6
40-54.....	1,795	1,374	76.6
55-64.....	647	537	83.0
65 and over.....	401	304	75.8
Unknown.....	2,324	1,509	64.9
TOTAL.....	13,872	9,258	66.7

That the requirement to file proof of financial responsibility is effective in removing the irresponsible driver from the highway is indicated by the following table, which shows the relatively small percentage of convicted drivers who were able to establish such proof within the year. This may not be entirely true with respect to judgments, as an arrangement for settling a judgment is a primary requisite to reinstatement even if proof of financial responsibility can be filed.

As an insurance company is reluctant to file certificates for drivers whose operating records show an excessive number of convictions, such drivers find it difficult to obtain proof of financial responsibility and are therefore denied the use of the highway until able to do so, or until released of the requirement after a specified period (usually two years). Only 26.4 per cent of those required to file proof in 1957 were successful in obtaining the required insurance certificates. It will be observed that the more serious the offence, the smaller is the percentage of drivers able to file proof.

**TABLE 25: DRIVERS SUSPENDED IN CALENDAR YEAR 1957 WHO WERE  
REINSTATED IN SAME YEAR BECAUSE PROOF OF FINANCIAL  
RESPONSIBILITY WAS FILED**

OFFENCE	SUSPENDED	REINSTATED	PERCENTAGE REINSTATED
Speeding.....	122	49	40.2
No driver's licence.....	523	58	11.1
Improper lights.....	24	9	37.5
Defective brakes.....	120	47	39.2
Improper turning, passing, signalling, stopping, etc. Sec. 41, H.T.A.....	1,365	540	39.6
Failure to report accident.....	294	101	34.4
Careless driving.....	5,184	1,586	30.6
Leaving scene of accident.....	864	301	34.8



TABLE 25: CONTINUED

OFFENCE	SUSPENDED	REINSTATED	PERCENTAGE REINSTATED
Driving while intoxicated.....	1,169	144	12.3
Theft of motor vehicle.....	57	1	1.8
Impaired driving.....	8,163	2,095	25.7
Criminal negligence.....	177	13	7.3
Motor manslaughter.....	.....	.....	.....
Other offences.....	203	32	15.8
Failure to satisfy a judgment.....	1,794	190	10.6
Cancellation of proof of financial responsibility.....	3,078	946	30.7
TOTAL.....	23,137	6,112	26.4

Proof of financial responsibility may be filed by means of an insurance certificate, surety bonds or the deposit of money or securities. That the great majority of drivers depend on the insurance method is shown by the following table. Bonds, money or securities were filed in only three cases during the year.

TABLE 26: TYPE OF FINANCIAL RESPONSIBILITY  
FILED IN CALENDAR YEAR 1957

TYPE	NUMBER
Vehicle policy insurance certificate.....	8,325
Driver's policy insurance certificate.....	1,836
Fleet insurance certificate.....	17
P.C.V. or P.V. insurance certificate.....	6
Surety bonds.....	1
Money or securities.....	2
TOTAL.....	10,187

That the requirement to file proof of financial responsibility promotes safer driving is indicated strongly by the fact that less than 17 per cent of those obliged to meet this requirement have committed a further serious offence while driving. Each such driver is aware that another conviction may result in cancellation of his insurance certificate, leading inevitably to the renewed suspension of his privilege to drive.

At the end of two years and upon application from the person concerned, the Minister may in his discretion waive the requirement to file proof of financial responsibility. The following table shows that 6,631 persons, whose suspensions had been in effect for over two years, were reinstated. Some 7,500 other drivers, who had been required to provide proof of financial responsibility and had in fact done so, were also relieved of the requirement under the same provision.

**TABLE 27: FINANCIAL RESPONSIBILITY SUSPENSIONS RESCINDED  
IN CALENDAR YEAR 1957**

OFFENCE	F.R. FILED*	EXPIRED†	CANCELLED‡	TOTAL
Speeding.....	74	26	12	112
No driver's licence.....	115	353	22	490
Improper lights.....	10	3	5	18
Defective brakes.....	71	47	3	121
Improper turning, passing, signalling, stopping, etc. (Sec. 41, H.T.A.).....	707	149	165	1,021
Failure to report an accident.....	129	53	10	192
Careless driving.....	2,457	847	207	3,511
Reckless or dangerous driving.....	14	963	.....	977
Leaving the scene of an accident.....	460	340	8	808
Impaired driving.....	3,965	1,239	25	5,229
Driving while intoxicated.....	464	811	7	1,282
Theft of motor vehicle.....	15	172	1	188
Criminal negligence.....	41	27	10	78
Motor manslaughter.....	.....	2	.....	2
Other offences.....	47	300	10	357
Failure to satisfy a judgment.....	448	142	106	696
Cancellation of proof of financial responsibility.....	1,170	1,157	11	2,338
<b>TOTAL.....</b>	<b>10,187</b>	<b>6,631</b>	<b>602</b>	<b>17,420</b>

\* Including suspensions applied prior to 1957.

† Suspensions which had been in effect for at least two years.

‡ Suspensions revoked for various reasons, e.g., conviction quashed upon appeal.

### Unsatisfied Judgment Fund

As already stated, one of the reasons for suspending an operator's driving licence and motor vehicle permit is failure to satisfy a judgment against him arising from a motor vehicle accident. The purpose of such action is to assist innocent victims of traffic accidents to collect the damages awarded them. It is not, however, successful in all cases. To ensure at least partial indemnification for persons suffering financial loss through either bodily injury or property damage caused by the uninsured car owner or driver, the Unsatisfied Judgment Fund was set up in 1947. Revenue for the Fund is obtained from the collection of \$1.00 from every applicant for a driver's licence and, as from January 1, 1958, a fee of \$5.00 from every motor vehicle owner who cannot furnish proof of insurance when registering his vehicle. Payments from the Fund are made in respect of judgments which cannot be satisfied in any other way.

To meet the increased costs of medical treatment and repair bills, the maximum payments for accidents occurring after January 1, 1958 were increased to \$10,000 for death or injury to one person, \$20,000 for death or injury to two or more persons and \$2,000 for property damage. It was felt that the extra cost of these increased payments should be borne by owners of uninsured motor vehicles and they were therefore required to pay an additional \$5.00 into the Fund. It is hoped that the additional charge will have the further effect of encouraging uninsured owners to obtain insurance coverage. Insofar as this object is achieved, claims upon the Fund will be reduced in the future. As regards insured motorists, it should not be forgotten that in return for the

small payment of \$1.00 they are afforded protection against financial loss caused by drivers of stolen vehicles, unknown drivers and operators of vehicles from outside the Province.

Upon a court order, the resources of the Fund may be used to pay judgments for damages arising from motor vehicle accidents, together with costs as taxed by the courts, when these cannot be collected from judgment debtors. Such an order may not be made until the court is satisfied that every other means of obtaining payment has proved unsuccessful. Payments are also made to persons injured in hit-and-run accidents, where the driver or owner concerned has not been identified. In these cases, actions are brought against the Registrar of Motor Vehicles as a nominal defendant. Permission for such action must be obtained from the court and is granted only if the court is satisfied that there would have been a cause of action against the owner or driver if he had been identified.

During the year ending March 31, 1958, \$1,774,983.67 was paid out in settlement of 555 judgments. Of this amount, \$112,589.23 was paid to victims of 33 hit-and-run accidents. Many of these judgments required payments to two or more persons who suffered loss through the accident. The table appended shows that during the last four years payments from the Fund have levelled off. However, there will undoubtedly be an increase in the future, due to the increased maximum limits.

The provision allowing the Minister to consent to judgment for such amount as is deemed proper has been of great assistance in recent years in keeping payments for costs at a minimum. This provision is applicable when no defence is entered or when agreement is made between the parties to the action. In these cases, the Minister must be given notice that it is the intention of the plaintiff to apply to the Fund for payment, if a judgment is obtained. All proposals in such cases are referred to the Unsatisfied Judgment Fund Settlement Committee which is composed of three managers of insurance claim departments. When the Committee approves a settlement, it is only necessary for the court to sign settlement papers. This procedure has saved the Fund a large amount which would otherwise have been paid out in court costs.

Before payment is made from the Fund, judgments must be assigned to the Minister. Immediately upon payment, the defendant's driving licence and motor vehicle permit are suspended. Driving privileges cannot be restored until the Fund is reimbursed in full for a debt of less than \$500.00, or arrangements made for monthly instalment payments if the debt is \$500.00 or over. Proof of financial responsibility must also be filed. For this purpose, instalment payments must be at least \$25.00 or 10 per cent of the average monthly income. The application is considered by a Committee appointed by the Minister for this purpose. Of 244 proposals received during the year, 176 were approved by the Committee. However, as only 128 debtors were reinstated, it would appear the remainder were unable to meet the first payment or provide proof of financial responsibility. Sixty-three of those reinstated defaulted in payment and their driving licences were again suspended. A total of \$110,186.46 was repaid to the Fund this year under the instalment provision by persons whose driving privileges have been restored.

Every effort is made to obtain repayment of amounts paid out of the







Fund, despite the fact that the drivers in question are still under suspension. An execution against a judgment debtor is kept alive in the sheriff's office and periodic credit reports are obtained. If the debtor has any means of making instalment payments, he is required to do so. In some cases, instalment payments of a lesser amount than is required by the regulations were received, so that the driving licence was not restored. In other cases, judgments were paid in full. A total of \$70,001.39 was received from persons in these two categories.

In conclusion, we wish to express to the Attorney-General and his staff our appreciation of the valuable assistance they have given by acting on behalf of the Minister in all legal matters connected with the administration of the Fund.

## RESEARCH BRANCH

Even before the Department was formed, there was a clear realization of the valuable contribution which could be made by careful research. Through various Acts and regulations relating to the operation of motor vehicles, as well as by the manner in which they are administered, the Government exerts a powerful influence upon the well-being of almost the entire population of the Province. The responsibility for ensuring that this influence shall in the maximum degree be conducive to the public good was, and is, keenly felt. Accordingly, in order that any major transport decisions taken should be soundly based both in theory and fact, a Research Branch was established within the Department in September 1957.

Among its several functions, two are of prime importance: the carrying out of special studies, particularly in regard to motor vehicle taxation, and the provision of a statistical advisory service for the Department as a whole. The main tools of the Branch are transport theory and mathematical statistics. However, since the finding of proper solutions to the numerous problems confronting the Department is a combined effort, the fullest advantage is taken of the co-operation, specialized knowledge and judgment offered by all other branches and divisions.

In October 1957 and in co-operation with the Motor Vehicles Branch and the Ontario Research Foundation, the Branch began an investigation of the accuracy of the existing seven cents per gallon additional tax on diesel fuel. Road tests were conducted with gasoline and diesel powered trucks and buses. The results of the study were published in "Report on the Diesel Fuel Tax in Ontario," which was tabled in the House in March 1958. On the basis of its findings, the tax on diesel fuel was reduced from 20 cents to 18½ cents per gallon, with effect from April 1, 1958.

Several proposals for changes in motor vehicle tax rates were examined and recommendations submitted. These included adjustments in the registration fees for passenger cars and light commercial vehicles, which came into effect on January 1, 1958.

A number of other studies were still in progress at the close of the fiscal year.

## **HIGHWAY SAFETY BRANCH**

For many years various Government departments have striven to reduce the toll of road traffic accidents in Ontario. It was not, however, until the formation of the Highway Safety Branch on November 1, 1957 that these efforts became the special responsibility of one Government agency.

The functions of the Branch are to support and integrate the work of all Government departments in the field of highway safety, administer advertising and publicity, investigate the causes of accidents, recommend preventive measures and co-ordinate the activities of all interested groups throughout the Province.

### **Local Safety Promotion**

This is perhaps the most important activity of the Branch and the most difficult. Its aim is to drive home to motorists and pedestrians at the local level the urgent need for obeying traffic rules.

For this purpose, the Province was divided into four regions, to each of which a safety promotion officer was assigned. These officers visit the communities in their areas as frequently as possible, to help organize and carry through effective safety programmes adapted to local needs.

In those municipalities which have safety councils, the safety promotion officers co-operate with them. Where no such councils exist, they give their support to boards of trade, chambers of commerce, service clubs, veterans' and business groups, or any other suitable organization anxious to sponsor a traffic safety programme. In addition, they give lectures and show safety films to students in public and high schools, and to parents at meetings of home-and-school and parent-teacher associations. They aid the organization of safety patrols in the elementary schools and driver education programmes in the secondary schools. They help conduct bicycle rodeos for children and safe-driving rodeos for adolescents and commercial drivers. They advance the cause of safety on radio and television, and at meetings held by a wide variety of service clubs.

### **Women's Activities**

An unprecedented feature of the work of the Highway Safety Branch is the special effort to enrol the support of women. For the first time in Canada, a woman was appointed for the particular purpose of persuading women's organizations at the local and provincial levels to take an active interest in the cause of traffic accident prevention.

One of her first assignments, in February 1958, was to visit the National Safety Council in Chicago, the Automotive Safety Foundation in Washington and the Centre for Safety Education at New York University, to study tech-



niques used in the United States to interest women in the problem of traffic safety.

### **Accident Investigation**

Although police reports had long provided much detailed and useful information concerning traffic accidents, it was considered necessary to delve more deeply into the background of the individuals concerned to discover the reasons why such accidents occur.

The appointment of the first accident investigation officer in March 1958 marked the beginning of this more fundamental approach.

### **Publicity Programme**

The aim of this programme is to persuade the population in general, including in particular those persons who would not otherwise be subject to influence, to observe the rules of traffic safety. As such, it forms a valuable complement to the Branch's other activities.

Carefully planned series of advertisements are conceived and implemented by the Branch with the assistance of one of Canada's outstanding advertising agencies. Use is made of every suitable medium of public information, ranging from outdoor billboards to radio and television. In addition, a continuous flow of highway safety material is maintained, for use by writers and speakers outside the Government.



Teaching Highway Safety at Ground Level.  
The Honourable M. B. Dymond, M.D., with a group of schoolchildren.

### **Traffic Safety Campaigns**

During the period under review, plans were made to conduct five special emphasis campaigns in the fiscal year 1958-59. Their main purpose will be to concentrate the Department's entire safety promotion efforts on one theme at a time and to persuade all other interested groups to do likewise.

### **Traffic Safety Committee**

One of the main responsibilities of the Highway Safety Branch is to co-ordinate and support the efforts of all departments of the Ontario Government concerned with the promotion of highway safety, particularly the Departments of Education, Highways, Transport and Attorney-General.

For this purpose, a permanent Traffic Safety Committee was set up under the chairmanship of the Commissioner of Highway Safety. It is composed of senior officials representing the four departments concerned. From November 1, 1957, when the Highway Safety Branch was established, to the end of the fiscal year, three meetings of the Committee were held.

## CIVIL DEFENCE

In recognition of the need for adequate civil defence arrangements within the Province, on November 18, 1957 the Department appointed a liaison officer to the Ontario Civil Defence Organization, a branch of the Department of Planning and Development.

It is the duty of this officer to assist the efforts being made by all other persons and agencies, both at the Provincial and local levels, to develop an efficient, co-ordinated civil defence organization for Ontario. Since plans for the possible evacuation of non-combatants from the designated "target areas" form a vital part of the civil defence programme, it is his particular task to study the transport aspects of the programme.

The first step was to review the civil defence organization in Ontario and plan procedures which would make the best use of existing facilities.

Close contact was established with the civil defence co-ordinators of the Metropolitan Toronto Zone and several of the remaining seven zones into which Ontario is divided, for the purpose of discovering what transport facilities were available and following the progress achieved in their organization. Valuable information was obtained from the Department of Highways regarding available highway routes and future road construction. The evacuation routes planned by the Provincial civil defence organization were examined and in most instances revised and expanded.

In March 1958, the liaison officer attended a Civil Defence Staff Course at Arnprior, followed by the C.A.S.O. (Common Approach to Survival Operations) Conference.

## ONTARIO HIGHWAY TRANSPORT BOARD

The Board was established in 1955 for the purpose of assuming from the Ontario Municipal Board the jurisdiction exercised by the latter over the for-hire motor freight and passenger carrier industries in Ontario. In July 1957, the Board was transferred to the Ontario Department of Transport and since then has reported to the Minister of Transport directly.

Authority for the Board's operations is derived from the Ontario Highway Transport Board Act, the Public Commercial Vehicles Act, the Public Vehicles Act and the Motor Vehicle Transport Act (Canada). The latter delegates to the Provincial Board the responsibility of considering applications for licences to operate "extra-provincial undertakings" involving the use of motor vehicles in a like manner, and subject to the same terms and conditions, as if these extra-provincial undertakings were local undertakings.

The main function of the Board is to consider applications for certificates of public necessity and convenience from persons wishing to operate public commercial vehicle or public vehicle services either solely within, or both within and without, the Province. Public hearings are held at which interested parties, including operators of competing services already in existence, may make representations. When judged to be in the public interest, a certificate is issued to the Minister of Transport. From time to time, the Board may review certificates previously granted and amend, revoke or suspend them.

The appointment of a fourth member in January 1957 has enabled the Board to sit in two divisions. This has facilitated the hearing of applications outside Toronto and sittings have been held in Ottawa, Windsor, Chatham, Guelph, St. Thomas, Port Arthur, North Bay, Sault Ste. Marie, Welland, Kitchener, Galt and Bracebridge. It has been found more convenient to sit in various parts of the Province upon application or as circumstances require, without making any attempt to divide the Province systematically into zones and conduct public hearings therein. A considerable number of applicants residing and carrying on business outside the metropolitan area prefer to have their applications heard at the Board's chambers in Toronto, where so many shippers appearing to testify before the Board reside.

During the calendar year 1957, 3,020 applications for certificates of public necessity and convenience were made to the Board.

In order to save expense and delay to applicants under the Motor Vehicle Transport Act (Canada) and to encourage co-operation and an exchange of views between the Board and regulatory bodies in other provinces, joint hearings have been held of applications affecting operators in Ontario and



other provinces. The first of these was held in Toronto on March 26 and 27, 1957, when three applications under the Act were heard by two members of the Board and two members of the Motor Carrier Board of Manitoba. A second series of joint hearings was held in Winnipeg on January 16 and 17, 1958. Decisions at such hearings are taken independently by each Board, but valuable consultation is achieved and the applicants concerned have to appear at only one place, instead of at two widely separated points.

Towards the close of 1957, the Board was directed by the Minister of Transport to examine the adequacy of the bill of lading for highway transport operators prescribed by regulation under the Public Commercial Vehicles Act. Public hearings were held from January 27-29, 1958 and a report to the Minister, containing suggestions regarding the requirements for and content of a revised bill of lading, is now in the course of preparation.

An important innovation in January 1958 was the issue by the Board of certificates to some Class "A" public commercial vehicle operators, granting them the privilege of interchanging trailers. Previously, the terms of the P.C.V. licence had in some cases prevented trailers being hauled to their final destination within the Province, so that it was necessary for their cargoes to be trans-shipped to the trailers of other operators licensed over the route in question. By permitting the transfer of the trailers themselves, the new arrangement has speeded up freight shipments and reduced the damage to goods in transit.

**TABLE 28: APPLICATIONS CONSIDERED AT PUBLIC HEARINGS  
CALENDAR YEAR 1957**

STATUTORY AUTHORITY	CLASS	TOTAL (GRANTED OR REFUSED)	OPPOSED	GRANTED		REFUSED
				IN FULL	IN PART	
Public Commercial Vehicles Act	A	40	18	28	9	3
	B	3	1	3	.....	.....
	C	40	19	33	3	4
	D	250	127	168	52	30
	E	7	2	5	.....	2
	F	101	22	57	24	20
	FS	30	14	9	9	12
	H	22	6	14	5	3
	K	29	7	21	4	4
	TOTAL	522	216	338	106	78
Motor Vehicle Transport Act (Canada)	TOTAL	306	116	228	49	29
Public Vehicles Act	P.V.	34	13	27	3	4
	P.V. (S.B.)	8	5	5	.....	3
	TOTAL	42	18	32	3	7

**TABLE 29: APPLICATIONS CONSIDERED IN CHAMBERS  
CALENDAR YEAR 1957**

STATUTORY AUTHORITY	CLASS	GRANTED	TRANSFER	WITH- DRAWAL	TOTAL
Public Commercial Vehicles Act	A	12	12	6	30
	B	.....	1	1	2
	C	8	36	7	51
	D	39	31	39	109
	E	109	60	11	180
	F	968	96	94	1,158
	FS	4	23	7	34
	H	.....	10	8	18
	K	5	4	4	13
	L	9	.....	.....	9
	TOTAL	1,154	273	177	1,604
Motor Vehicle Transport Act (Canada)	TOTAL	113	25	35	173
Public Vehicles Act	P.V.	12	27	5	44
	P.V. (S.B.)	320	35	11	366
	TOTAL	332	62	16	410



---

---

# **PART II**

## **SUPPLEMENT**

**APRIL 1 TO DECEMBER 31, 1958**

---

---





## ACCOUNTS BRANCH

The expanded activities of the Department, together with a substantial increase in revenue, have resulted in a corresponding increase in the responsibilities of the Accounts Branch. To provide for efficient operation, the Branch has been divided into five main sections: Revenue Accounting, Expenditure Accounting, Budget Control, Internal Audit and Purchasing.

In many instances, improved methods of collecting and recording revenue have been introduced to provide more effective supervision.

Expenditure controls have been strengthened by the setting-up of a specialized Purchasing Section. In every purchase of significant size, a method of tenders is used to ensure that material is procured at the lowest possible cost commensurate with quality. An internal committee has been formed to avoid overlapping of the printing requirements of different branches.

The system of recording expenditures has been revised to provide a more detailed breakdown by operating units. This approach is proving of considerable value in appraising the advisability of new projects.

The Branch gives special attention to the auditing and processing of payments made from the Unsatisfied Judgment Fund, in order to ensure that claims are paid with the minimum of delay.

### FINANCIAL REPORT FOR THE PERIOD JANUARY 1 TO DECEMBER 31, 1958

The following summarizes the result of operations for the period January 1 to December 31, 1958, exclusive of the Unsatisfied Judgment Fund.

Net Cash Receipts.....	\$54,494,692.09	
Cash Disbursements.....	3,542,819.00	
Excess of Receipts over Disbursements.....		\$50,951,873.09
<hr/>		
<b>Unsatisfied Judgment Fund - R.S.O. 1950, Chap. 167, Part XIV</b>		
Balance at credit of fund, December 31, 1957.....		\$ 903,809.22
Receipts:		
Fees on issue or renewal of chauffeurs' or operators' licences.....	\$ 2,167,464.62	
Fees paid by ininsured owners on issue or transfer of a motor vehicle permit.....	1,425,100.00	
Recoveries of judgments.....	201,605.21	
		<hr/>
		3,794,169.83
		<hr/>
		\$ 4,697,979.05
Disbursements:		
Judgments paid including costs.....		3,100,468.56
		<hr/>
Balance at credit of fund, December 31, 1958.....		\$ 1,597,510.49
		<hr/>

**NET RECEIPTS AND DISBURSEMENTS**  
**(EXCLUSIVE OF THE UNSATISFIED JUDGMENT FUND)**

**NET RECEIPTS**

**Ontario Highway Transport Board**

Fees.....	\$	81,311.95
-----------	----	-----------

**Motor Vehicles Branch**

Permits and Licences:

Passenger.....	\$22,333,089.10	
Commercial.....	19,462,801.68	
Dual Purpose.....	1,031,318.50	
Trailer.....	3,691,382.98	
Motorcycle.....	46,306.10	
Dealers		
Automobile.....	\$76,082.00	
Motorcycle.....	73.50	
	76,155.50	
Operators and Instruction.....	1,610,828.10	
Chauffeurs.....	782,061.80	
In Transits.....	13,824.80	
Garages.....	115,704.50	
	\$49,163,473.06	

Fees:

Transfers.....	\$ 838,553.00	
Public Vehicles.....	431,689.41	
Public Commercial Vehicles.....	2,378,330.21	
Duplicate Cards.....	67,907.00	
Searches and Certificates.....	56,399.19	
Lists.....	20,211.21	
Examinations.....	93,586.00	
	3,886,376.02	

Fines.....		1,416,143.11
------------	--	--------------

\$54,466,292.19

**Less:**

Miscellaneous, Balances due from Agents and unallocated.....		52,912.05
--	--	-----------

54,413,380.14

Net receipts for period (exclusive of the Unsatisfied Judgment Fund).....		\$54,494,692.09
---	--	-----------------

**JANUARY 1 TO DECEMBER 31, 1958**  
**ENT FUND)**

**DISBURSEMENTS**

**Main Office**

Minister's Salary, Statutory.....	\$ 6,749.97	
Salaries.....	132,703.37	
Travelling Expenses.....	4,640.79	
Maintenance.....	69,208.61	
Unemployment Insurance.....	5,238.80	
Contingencies.....	.....	
Fees and Expenses, Special Studies and Research.....	2,794.57	
		\$ 221,336.11

**Ontario Highway Transport Board**

Salaries.....	\$ 80,949.68	
Travelling Expenses.....	2,334.30	
Maintenance.....	8,057.21	
		91,341.19

**Highway Safety Branch**

Salaries.....	\$ 47,995.11	
Travelling Expenses.....	9,665.02	
Maintenance.....	33,315.07	
Highway Safety Publicity.....	423,994.51	
Grants:		
Ontario Safety League.....	15,000.00	
Ontario Traffic Conference.....	1,000.00	
Canadian Highway Safety Conference.....	8,000.00	
		538,969.71

**Motor Vehicles Branch**

Salaries.....	\$ 1,611,737.37	
Travelling Expenses.....	122,101.95	
Maintenance.....	408,704.77	
Advertising.....	37,975.82	
Registration Plates and Supplies.....	420,661.57	
Fees, etc.....	89,990.51	
		2,691,171.99

Disbursements for period (exclusive of the Unsatisfied Judgment Fund).....	\$ 3,542,819.00
Excess of net receipts over disbursements.....	50,951,873.09
	<u>\$54,494,692.09</u>



## PERSONNEL BRANCH

The continued expansion of the Department's activities and the improvement in its service to the public were reflected in organizational changes and a further increase of full-time staff. During the period April to December 1958, 98 full-time employees were recruited, of whom 27 were probationary inspectors and 8 probationary driver examiners. The extension of commercial vehicle enforcement activities and the opening of new driver examination centres, to which these staff increases relate, are reported elsewhere.

A staff development programme was instituted by a full-time director on loan from the Department of Lands and Forests. Training under the programme was given at the departmental establishment in Port Credit. Orientation courses were held for all probationary inspectors and examiners, and refresher courses for experienced inspectors and examiners. Job instruction training was given, with a number of staff qualifying as instructors. All courses consisting of formal instruction and group participation were regarded as an aid to on-the-job training.

Following the decision to introduce a driver demerit point system in the New Year, those staff members concerned attended a two-week Driver Improvement Course in December. This was conducted on behalf of the American Association of Motor Vehicle Administrators by the Traffic Institute of Northwestern University, in co-operation with the University of Toronto. Candidates from Eastern Canada and the Eastern United States participated. Those attending from the Department of Transport were carefully selected in view of their potentiality as point system review officers and since completion of the course have been receiving on-the-job training in the Driver Control Branch.

The majority of qualified casual staff were appointed to the permanent staff.

A method of assessing employee performance was developed after considerable research. It is now being carefully tested with the assistance of the Enforcement Branch and, if found successful, will be applied generally by supervisors throughout the Department.





## LICENSING BRANCH

The numbers of driving licences, motor vehicle and trailer permits which it is estimated will have been issued by the close of the 1958 licence year, ending on March 18, 1959, are as follows:

DRIVERS CLASS	LICENCES No.	MOTOR VEHICLE AND TRAILER PERMITS CLASS	No.
Operators.....	1,356,900	Passenger Car.....	1,491,900
Chauffeurs.....	818,500	Truck and Tractor.....	303,500
		Bus.....	4,800
TOTAL.....	2,175,400	Dual purpose.....	58,300
		Motor cycle.....	10,200
		TOTAL MOTOR VEHICLE.....	1,868,700
		Trailer.....	120,000

It is estimated that during the same period permits will have been issued for some 44,800 trucks, buses and trailers with a registered gross weight of more than ten tons.

In conformity with the Department's policy of enabling the driving public to obtain licences and permits with the maximum of convenience, consistent with the need for economy, the following Government-operated issuing offices were opened on the dates shown:

Stratford.....	May 1, 1958
Port Credit.....	October 27, 1958
Hamilton.....	November 24, 1958
Oshawa.....	December 29, 1958



## MECHANIZATION UNIT

One of the clearest indications of the Department's forward-looking policy is to be found in its plans for the introduction of modern data processing equipment. When carried into effect, they will provide economies to the Government and a much-improved service to the driving public.

The task of implementing these plans has been assigned to the Mechanization Unit, set up in November 1958. When the necessary equipment has been installed, the Unit will be expanded to an Operations Branch, which will serve the Department as a whole.

Although on December 31, 1958 the Mechanization Unit had been in existence for only two months, sound progress had been made in studying the best method of centralizing the issue of drivers' licences and motor vehicle permits and spreading it more evenly over time, Departmental needs for mechanized equipment other than in connection with licensing, the type of data processing system which would most economically satisfy these various needs, and other improvements in the licensing system.

The main purpose of the mechanization programme is to make possible the centralized issue of the approximately 2,200,000 drivers' licences and 2,000,000 motor vehicle permits now purchased annually in Ontario, and to enable them to be issued in a more even flow. The great majority of licences and permits are sold during the first three months of the year. Most are issued not by the Head Office of the Licensing Branch, but by more than 260 private commission agents distributed throughout the Province. The concentration of such a great volume of work within a short space of time imposes a heavy burden on all issuing centres and on the central accounting and records offices of the Department. This results in congestion of the files and the need for an elaborate checking system to discover and correct errors. The decentralized nature of the system increases the problem of maintaining accurate accounting and statistical records.

The first stage in the programme will be the mechanized issue of drivers' licences. During 1960, licences for new drivers will be machine issued and status cards produced for all licensed drivers. These status cards will be used to prepare pre-printed application forms and for the issue of driving licence renewals as from January 1, 1961. Certain advantages of the proposed new system deserve mention. In the first place, each licensed driver will be assigned a permanent reference number according to a phonetic code relating to his Christian name, surname and date of birth. The present two-file alphabetic and numeric filing system will be replaced by another based on the phonetic code. This will enable drivers' records to be more rapidly traced. Secondly, it is proposed that when centralized issue begins, each driver's licence will be issued for a three-year period expiring on his birthday. This even distribution of the work load over a 36-month period will minimize the cost of machine

processing and obviate the present need to engage short-term, inexperienced help during renewal periods.

The experience gained in issuing drivers' licences with the aid of mechanized equipment will be used to develop a system for the central issuance of motor vehicle and trailer permits. This will commence as soon as all difficulties experienced with the machine issue of drivers' licences have been overcome.

The Mechanization Unit is studying another possible improvement in the present licensing system. In order to reduce production, shipping, storage and handling costs, consideration is being given to the use of a durable registration plate, designed to last for several years. If this change is made, an applicant will each year receive, together with the renewal permit, a reflectorized validation sticker to be affixed to the plate.

The advantages of data processing equipment will not be confined to permitting the mechanized issue of drivers' licences and motor vehicle permits by the Licensing Branch. At small additional cost, it will be possible to use the same equipment to increase the speed and efficiency of other Departmental operations. Thus, the Research Branch will be enabled to carry out statistical analyses which are at present not feasible, owing to inaccessibility of the basic data. The more rapid analysis of driver and accident records will aid the Driver Control Branch in administering the driver demerit points system and facilitate research into the causes of road accidents. The operations of the Accounts Branch will be speeded up. The Mechanization Unit is therefore planning the installation of a data processing system which will most economically serve all these varied needs.

## TRAFFIC ENGINEERING BRANCH

To develop a branch for the purpose of encouraging the standardization of traffic control and traffic operations throughout the Province, a traffic engineer was appointed on September 18, 1958.

Assistance and advice have been given to municipalities in regard to the various aspects of traffic control and operations. To achieve a more efficient use of the streets and highways, as well as encourage motorists and pedestrians to acquire safer habits, use is made of such methods and devices as channelization, street lighting, parking control, traffic signs, traffic control signals, centre-line and lane painting, speed zoning, by-laws and other legislation.

Since the Branch has been in existence for only a few months and is still in the formative stage, the municipalities have not made any major demands on its services. However, as the facilities and assistance which it is able to provide become better known, fuller advantage will undoubtedly be taken of them.

Under the requirements of the Highway Traffic Act and the Municipal Act, municipalities are required to submit traffic by-laws to the Department for approval. The number dealt with during the calendar year 1958 was 971, representing an increase of 200 over 1957. These by-laws relate to the following subjects: general traffic, through highways, parking meters, parking tickets, heavy traffic, vehicle load restrictions, bridge load and speed restrictions, speed limits, and traffic control signal systems. They are carefully scrutinized to ensure that there is no conflict with the Highway Traffic Act or the suggested model traffic by-laws. In this manner, standardization of each by-law and of its application is assured throughout the Province.

The Highway Traffic Act also requires the approval of the Department and an Order-in-Council when speed zones are to be established on the King's Highways. Proposals for 84 speed zones, stipulating speeds other than the statutory 50 miles per hour, were dealt with by the Legal Branch of this Department over the period January to December, 1958.

## ENFORCEMENT BRANCH

Although it does not comprise the whole of the activities of the Branch, enforcement of the various motor transport Acts and regulations applicable to Ontario forms the major portion of its work. Over the period April 1 to December 31, 1958, there was a marked increase in the degree of enforcement. Comparing these nine months with the same months of 1957, the results were as follows: total number of vehicles examined, 570,129 as against 175,215; convictions obtained, 6,860 compared with 3,693. The intensified effort made to discourage by-passing of the permanent weigh stations is shown by a comparison for the same two periods of the numbers of vehicles weighed with the aid of mobile scale units: 17,279 as against 9,888.

The number of permanent weigh stations operated by the Branch rose from 19 to 24, and mobile scales from one truck-trailer unit to three.

In the case of both public commercial vehicles and public vehicles, the number of operating licences held and the number of vehicles licensed under their authority continued to increase.

The stricter enforcement outlined above, combined with the assumption of other functions, necessitated an increase in the inspection staff from 40 to 60 uniformed inspectors. Among these other functions may be mentioned the inauguration, in November 1958, of a permanent monthly weight survey, designed by the Research Branch. The data obtained from the survey will, after statistical analysis, provide more complete and accurate information on commercial motor traffic in Ontario than has hitherto been available.

**TABLE 30: PUBLIC COMMERCIAL VEHICLES  
ESTIMATED NUMBER OF OPERATING AND VEHICLE LICENCES ISSUED\*  
APRIL 1, 1958 TO MARCH 31, 1959**

CLASS OF LICENCE	OPERATING LICENCES	VEHICLE LICENCES
A	199	9,772
B	32	108
C	478	3,244
D	664	4,368
E	693	1,071
F	4,902	8,233
FS	341	1,661
H	150	931
K	123	339
L	50	.....
X	592	2,426
TOTAL	8,224	32,153

\* 9 months actual plus 3 months estimated.



**TABLE 31: PUBLIC VEHICLES**  
**ESTIMATED NUMBER OF OPERATING AND VEHICLE LICENCES ISSUED\***  
**APRIL 1, 1958 TO MARCH 31, 1959**

CLASS OF LICENCE	OPERATING LICENCES	VEHICLE LICENCES
Public Vehicle.....	234	2,751
Extra-Provincial (Class X).....	101	19
School Vehicle.....	1,856	2,347
TOTAL.....	2,191	5,117

\* 9 months actual plus 3 months estimated.

**TABLE 32: COMPARISON OF PROSECUTIONS BY THE ENFORCEMENT BRANCH**  
**APRIL 1 TO DECEMBER 31, 1957 AND 1958**

STATUTORY AUTHORITY	SECTION OF ACT	SWORN DEPOSITIONS		DISMISSALS		CONVICTIONS	
		1957	1958	1957	1958	1957	1958
Public Commercial Vehicles Act	Sec. 2-1 (a): no operating licence	283	533	16	40	299	445
	Sec. 2-1 (b): operating contrary	36	455	1	31	31	405
	Sec. 2-2: no vehicle licence	307	411	5	17	342	346
	Other infractions	.....	42	.....	1	.....	31
Motor Vehicle Transport Act (Canada)	Sec. 3-1: no operating licence	88	105	1	5	99	100
	Sec. 6-1: operating contrary	.....	37	.....	.....	.....	28
Highway Traffic Act	Sec. 36-1: excess gross	2,478	5,098	17	86	2,634	4,799
	Other infractions	274	744	5	17	287	693
Public Vehicles Act	Public vehicle infractions	1	7	.....	.....	1	13
						TOTAL	3,693 6,860

NOTE: Of the sworn depositions shown for 1958, 375 were awaiting action in magistrates' courts.

## LEGAL BRANCH

When the Department was established, provision was made for the formation of a Legal Branch. It was realized that the services of a solicitor would be required in preparing legislation and regulations and in interpreting the statutes administered by the Department, including the Highway Traffic Act, the Public Commercial Vehicles Act, the Public Vehicles Act, and the Motor Vehicle Transport Act (Canada). These statutes, which are of wide public interest, frequently give rise to contentious problems, to which solutions must be found by senior administrators with the aid of legal advice. The Department of the Attorney-General approved the transfer of a senior solicitor to the Department of Transport in July 1958.

Legal assistance is essential to the Enforcement Branch which, as indicated elsewhere in this Report, prosecutes a very large number of infractions of the above-mentioned statutes. These infractions must be continually reviewed by the solicitor. As the duties of the Enforcement Branch have broadened, his participation in its affairs has increased. Legal services are equally important in the administration of those sections of the Highway Traffic Act which provide for payments from the Unsatisfied Judgment Fund, especially in view of the extensive amendments to this legislation made in 1958.

## **DRIVER CONTROL BRANCH**

### **Driver Improvement Division**

The nine months April 1 to December 31, 1958 were a period of considerable activity for the Driver Improvement Division, which was transferred from the Motor Vehicles Branch to the Driver Control Branch upon the re-organization of the Department in December 1958. As shown in Part I of this report, extensive plans were made during the fiscal year 1957-1958 for more rigorous driver examinations and permanent driver examination centres staffed by fully-trained civil servants. During the period under review, considerable progress was made in implementing these plans.

By the end of 1958 there were eight permanent examination centres in operation. In addition to the two Toronto centres at Spadina Avenue and Downsview, and those in London, Hamilton and Port Credit, which were already functioning on April 1, 1958, three more were opened later at Stratford, Ottawa and Oshawa. With the opening of these centres the services of fee examiners were terminated in the Oshawa-Toronto-Hamilton area at Weston, Willowdale, Woodbridge, Brampton, Port Credit, Lakeview, Oakville, Burlington, Dundas, Hamilton, Grimsby, Whitby, Oshawa, Bowmanville and Milton. With the exception of Milton, residents of the above places must now apply for a driving licence at the Hamilton, Port Credit, Downsview and Oshawa centres. Milton is serviced by a travelling examiner and is providing experience for a proposed extension of this plan during 1959 to towns beyond a reasonable distance from the nearest driver examination centre.

The 85,722 road tests conducted at the eight permanent examination centres during 1958, some of which operated for only part of the year, comprised 37 per cent of the total number for the entire Province, including those carried out by the 220 private fee examiners. All applicants for drivers' licences will eventually be examined either at permanent centres or by travelling examiners based upon them.

To ensure uniformity in examining methods and procedures, a training school for driver examiners was opened at Port Credit in May 1958, under the Director of Training. All examiner recruits now undergo an intensive, two-week instruction course, while veteran examiners are required to take refresher courses. Six such courses were held during 1958. Emphasis was placed on the scoring of driving tests, driver behaviour and public relations.

Present-day traffic conditions require a high degree of driving ability and the standards of the driving examination have been set accordingly. Successful applicants must pass a rigorous road test designed to measure their skill in handling a motor vehicle and to discover and correct poor driving habits. Applicants must satisfy the examiners in extensive inside tests of vision, depth and colour perception, as well as traffic awareness. The test for visual acuity is a modified version of a professional eye examination. Applicants who fail to

meet the visual standards are required to have their eyes examined by an oculist or registered optometrist, and to file a certificate before applying for re-examination. A sign recognition test is given to judge applicants' knowledge of highway signs and their meaning, and to assure that those whose mother tongue is not English are able to read and understand written signs as well as symbols. There is also a written test on the rules of the road to ascertain to what extent examinees have studied the driver's handbook. When English cannot be read easily, the latter test is given orally.

The value of the new driver examination programme can be gauged from the fact that during 1958 47.1 per cent of all applicants examined for the first time at the eight permanent centres failed to pass either the whole or part of the test. They were thus given a strong inducement to remedy their deficiencies, so that on appearing for re-examination they would be able to meet the minimum requirements for safe driving.

A policy was adopted in 1957 of requiring persons whose driving licences have been suspended to undergo re-examination before restoration of the licence. During 1958, 3,272 persons in this category were re-examined. While at the first attempt only 10.7 per cent failed the road test, 35.1 per cent failed the inside test. The great majority of unsuccessful applicants in the latter group failed to show an adequate understanding of the rules of the road and the meaning of highway signs.

The Department also requires the re-examination of certain other categories of driver. These comprise all persons 80 years of age and over, when applying for annual renewal of their driving licences; drivers 70 years of age and over, who have been involved in an accident; drivers concerned in fatal accidents and certain accident repeaters or persons with an unfavourable operating record. In some cases, a report on physical condition is also required. There were 174 suspensions in 1958 for medical reasons. A total of 821 persons were re-examined on account of advanced age, accidents or operating records. Most of these were 65 years of age and over. At the first attempt, 30.5 per cent failed the inside test and 23.6 per cent the road test.

Throughout the year, records of drivers with repeated traffic violations were under constant review. When an addition was made to an operating record, the file was studied by a review officer. Depending on the number or type of convictions, the offender was sent a warning letter, required to answer a questionnaire, or summoned for an interview to show cause why his licence should not be suspended. In cases involving flagrant disregard of the traffic laws, suspension of the driving licence was recommended. However, each case was dealt with individually and careful consideration given to all relevant factors, including the driver's need for a licence, his sense of responsibility, and so on. During 1958, 819 suspensions were applied for unfavourable driving records. In addition, 3,000 drivers were called in for a personal interview, sent warning letters, or placed on probation.

In anticipation of the introduction of a driver demerit points system in the early months of 1959, which would require the services of specially trained review officers, a course in Driver Improvement was held at the University of Toronto in December. Eleven selected candidates attended the course. Its primary aim was training in the technique of interviewing, with particular reference to persuading licensed drivers to accept their responsibilities.



### Accident Records

The data used throughout this section relate to accidents involving personal injury, or property damage in excess of \$100.00, reported to the Department during the eleven months January to November 1958 and projected through December.

Tables 33 and 34 reveal that since 1945 there has been an almost uninterrupted increase in all types of motor vehicle accident, as well as in the numbers of persons killed and injured. The rising trend was arrested in 1958. Although there was a slight increase (0.4 per cent) in personal injury accidents, the total number of accidents, together with those resulting in death or property damage only, declined. There was also a reduction in the numbers of persons killed or injured. It is interesting to note that Ontario experienced the greatest percentage reduction of fatal accidents in Canada during 1958.

The most regrettable aspect of road accidents is the number of persons killed and injured as a result of them. This is not shown by Table 33, which under the headings "Fatal" and "Personal Injury" merely records the number of accidents resulting in death or injury for an unspecified number of persons. As a guide to fatalities and persons injured, it is therefore unreliable. Thus, it would be possible for the number of "fatal accidents" to fall, while the number of persons killed or injured in them rose. From this viewpoint, Table 34 is of greater significance.

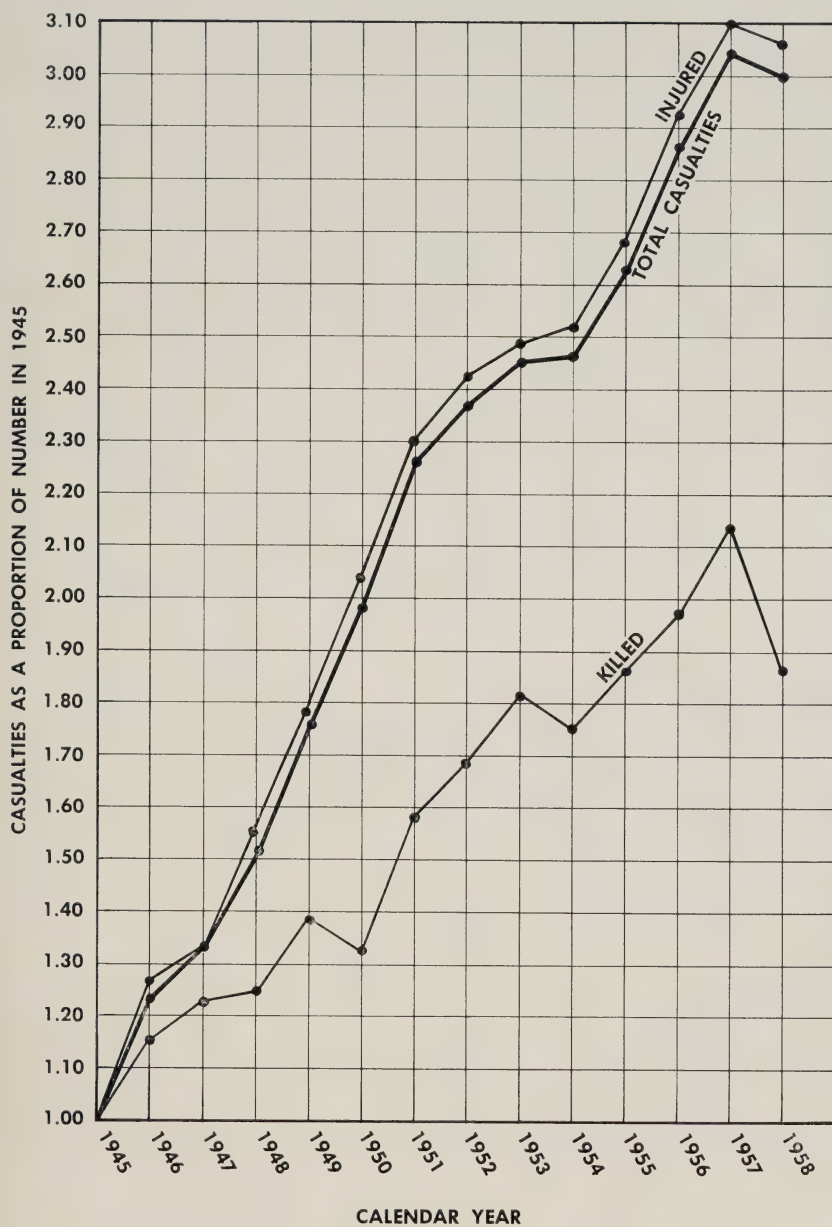
**TABLE 33: NATURE OF ACCIDENTS  
ONTARIO, 1945-1958**

CALENDAR YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE ONLY		TOTAL	
	No.	INDEX No. (1945 = 100)	No.	INDEX No. (1945 = 100)	No.	INDEX No. (1945 = 100)	No.	INDEX No. (1945 = 100)
1945	547	100	7,085	100	5,826	100	13,458	100
1946	629	115	8,541	121	8,186	140	17,356	129
1947	664	121	9,165	129	12,464	214	22,293	166
1948	673	123	10,571	149	16,162	277	27,406	204
1949	725	133	12,126	171	21,621	371	34,472	256
1950	<b>678</b>	<b>124</b>	13,871	196	29,132	500	43,681	325
1951	824	151	15,653	221	38,443	660	54,920	408
1952	893	163	16,300	230	41,322	709	58,515	435
1953	920	168	16,639	235	48,307	829	65,866	489
1954	<b>897</b>	<b>164</b>	16,810	237	<b>44,802</b>	<b>769</b>	<b>62,509</b>	<b>465</b>
1955	971	177	17,905	253	<b>44,343</b>	<b>761</b>	63,219	470
1956	1,008	184	19,358	273	51,033	876	71,399	531
1957	1,089	199	20,433	288	54,780	940	76,302	567
1958	<b>973</b>	<b>178</b>	20,508	289	<b>52,631</b>	<b>903</b>	<b>74,112</b>	<b>551</b>

NOTE: Each figure in bold type is lower than the corresponding figure for the previous year.

# TREND OF MOTOR ACCIDENT CASUALTIES

ONTARIO, 1945-1958



NOTE. — Each value plotted is a *proportion*: thus, the value under "Killed" for 1958 is the number of fatalities in that year divided by the number of fatalities in 1945.

**TABLE 34: PERSONS KILLED OR INJURED IN ROAD ACCIDENTS  
ONTARIO, 1945-1958**

CALENDAR YEAR	KILLED		INJURED		TOTAL	
	No.	INDEX No. (1945 = 100)	No.	INDEX No. (1945 = 100)	No.	INDEX No. (1945 = 100)
1945	598	100	9,804	100	10,402	100
1946	688	115	12,228	125	12,916	124
1947	734	123	13,056	133	13,790	133
1948	740	124	14,970	153	15,710	151
1949	830	139	17,469	178	18,299	176
1950	<b>791</b>	<b>132</b>	19,940	203	20,731	199
1951	949	159	22,557	230	23,506	226
1952	1,010	169	23,634	241	24,644	237
1953	1,082	181	24,353	248	25,435	245
1954	<b>1,045</b>	<b>175</b>	24,607	251	25,652	247
1955	1,111	186	26,246	268	27,357	263
1956	1,180	197	28,626	292	29,806	287
1957	1,279	214	30,414	310	31,693	305
1958	<b>1,112</b>	<b>186</b>	<b>30,067</b>	<b>307</b>	<b>31,179</b>	<b>300</b>

NOTE: Each figure in bold type is lower than the corresponding figure for the previous year.

Although fatalities form only a very small proportion (some  $3\frac{1}{2}$  per cent) of the combined total of persons killed and injured in road accidents, they are by their very nature of much greater relative importance. It is this fact which lends particular value to the marked fall of 13.1 per cent in the number of persons who lost their lives during 1958. With the sole exception of a small rise in fatalities among children aged from 5 to 14 years, there was a fall in every age group, reaching a maximum of 28.7 per cent in the case of adolescents from 15 to 19 years old, which may demonstrate a greater awareness of traffic danger in this group.

The slight fall of 1.1 per cent in the total number of injured is the net result of two strikingly opposite sets of changes. Whereas there was a decline in non-fatal casualties among persons aged 25 years and over (in most age groups, quite marked), there was a regrettably sharp increase in the number of persons injured over the range 0-19 years. In particular, the number of infants aged from 0-4 years who were injured rose by 23 per cent.

**TABLE 35: COMPARISON OF PERSONS KILLED OR INJURED, BY AGE GROUP  
ONTARIO, 1957 AND 1958**

AGE (YEARS)	KILLED			INJURED			TOTAL		
	1957	1958	CHANGE %	1957	1958	CHANGE %	1957	1958	CHANGE %
0- 4.....	71	63	-11.3	1,412	1,737	+23.0	1,483	1,800	+21.4
5-14.....	110	113	+ 2.7	3,399	4,089	+20.3	3,509	4,202	+19.7
15-19.....	115	82	-28.7	3,912	4,431	+13.3	4,027	4,513	+12.1
20-24.....	157	145	- 7.6	4,203	4,332	+ 3.1	4,360	4,477	+ 2.7
25-34.....	210	184	-12.4	5,802	5,611	- 3.3	6,012	5,795	- 3.6
35-44.....	158	154	- 2.5	4,430	3,740	-15.6	4,588	3,894	-15.1
45-54.....	142	104	-26.8	2,961	2,544	-14.1	3,103	2,648	-14.7
55-64.....	126	108	-14.3	1,928	1,662	-13.8	2,054	1,770	-13.8
65 and over....	190	159	-16.3	1,537	1,300	-15.4	1,727	1,459	-15.5
Not stated.....	.....	.....	.....	830	621	-25.2	830	621	-25.2
TOTAL.....	1,279	1,112	-13.1	30,414	30,067	- 1.1	31,693	31,179	- 1.6

**TABLE 36: PERSONS KILLED, BY CLASS AND AGE GROUP  
ONTARIO, 1958**

AGE (YEARS)	MOTOR VEHICLE DRIVER	MOTOR VEHICLE PASSENGER	PEDES- TRIAN	BICYCLIST	OTHER	TOTAL
0- 4.....	.....	18	45	.....	.....	63
5-14.....	2	23	69	18	1	113
15-19.....	34	35	10	2	1	82
20-24.....	95	38	11	1	.....	145
25-34.....	106	63	15	.....	.....	184
35-44.....	78	45	28	3	.....	154
45-54.....	42	37	24	1	.....	104
55-64.....	36	38	29	3	2	108
65 and over....	27	33	94	3	2	159
Not stated.....	.....	.....	.....	.....	.....	.....
TOTAL.....	420	330	325	31	6	1,112



**TABLE 37: PERSONS INJURED, BY CLASS AND AGE GROUP  
ONTARIO, 1958**

AGE (YEARS)	MOTOR VEHICLE DRIVER	MOTOR VEHICLE PASSENGER	PEDES- TRIAN	BICYCLIST	OTHER	TOTAL
0- 4.....	.....	638	1,098	1	.....	1,737
5-14.....	10	1,219	2,017	842	1	4,089
15-19.....	1,576	2,451	241	159	4	4,431
20-24.....	2,201	1,890	207	25	9	4,332
25-34.....	3,012	2,266	296	30	7	5,611
35-44.....	1,877	1,546	286	23	8	3,740
45-54.....	1,107	1,073	325	27	12	2,544
55-64.....	576	746	301	32	7	1,662
65 and over.....	305	575	402	14	4	1,300
Not stated.....	28	523	63	6	1	621
TOTAL.....	10,692	12,927	5,236	1,159	53	30,067

A comparison of Tables 38A and 38B reveals marked differences in the likelihood of different types of accident resulting in death. Thus, although collisions between motor vehicles and pedestrians formed only 7.0 per cent of all accidents, they comprised 31.6 per cent of the accidents resulting in fatalities. The same is true of collisions between motor vehicles and railway trains. By contrast, whereas accidents involving motor vehicles alone comprised almost two-thirds of all accidents, they accounted for only some 30 per cent of fatal accidents.

**TABLE 38A: ALL ACCIDENTS, BY TYPE OF COLLISION  
ONTARIO, 1957 AND 1958**

	1957		1958		% CHANGE
	No.	%	No.	%	
Collision with —					
1. Other motor vehicle.....	50,270	65.8	48,753	65.7	— 3.0
2. Fixed object.....	7,545	9.9	7,301	10.0	— 3.2
3. Pedestrian.....	5,153	6.8	5,177	7.0	+ 0.5
4. Bicycle.....	1,120	1.5	1,181	1.6	+ 5.4
5. Motorcycle.....	522	0.7	521	0.7	— 0.2
6. Railroad train.....	529	0.7	438	0.6	—17.2
7. Street car.....	490	0.6	419	0.6	—14.5
8. Other vehicle.....	285	0.4	286	0.4	+ 0.4
9. Horse-drawn vehicle.....	58	0.1	34	.....	—41.4
10. Animal.....	508	0.7	614	0.8	+20.9
11. Miscellaneous.....	79	0.1	79	0.1	.....
Non-collision.....	9,743	12.7	9,309	12.5	— 4.5
TOTAL.....	76,302	100.0	74,112	100.0	— 2.9

**TABLE 38B: FATAL ACCIDENTS, BY TYPE OF COLLISION  
ONTARIO, 1957 AND 1958**

	1957		1958		% CHANGE
	No.	%	No.	%	
Collision with —					
1. Other motor vehicle.....	325	29.8	291	29.9	—10.5
2. Fixed object.....	97	8.9	97	10.0	.....
3. Pedestrian.....	346	31.8	308	31.6	—11.0
4. Bicycle.....	32	2.9	30	3.1	— 6.3
5. Motorcycle.....	13	1.2	10	1.0	—23.1
6. Railroad train.....	67	6.2	59	6.1	—11.9
7. Street car.....	2	0.2	1	0.1	—50.0
8. Other vehicle.....	12	1.1	10	1.0	—16.7
9. Horse-drawn vehicle.....	2	0.2	1	0.1	—50.0
10. Animal.....	1	0.1	2	0.2	+100.0
11. Miscellaneous.....	1	0.1	.....	.....	—100.0
Non-collision.....	191	17.5	164	16.9	—14.1
TOTAL.....	1,089	100.0	973	100.0	—10.7

As might be expected, the fall in the total number of accidents recorded in Table 38A is reflected in the decline in the number of drivers concerned in accidents, shown in the following table. Younger drivers aged from 16 to 34 years continued to demonstrate a higher rate of involvement in accidents than drivers in other age groups.

**TABLE 39: DRIVERS IN ACCIDENTS AND DRIVERS LICENSED,  
BY AGE GROUP, ONTARIO, 1957 AND 1958**

AGE (YEARS)	DRIVERS IN ACCIDENTS				% OF LICENSED DRIVERS	
	1957		1958		1957	1958
	No.	%	No.	%	%	%
1. Under 16.....	148	0.1	148	0.1	.....	.....
2. 16-19.....	14,379	11.3	13,880	11.3	6.8	5.2
3. 20-24.....	23,414	18.5	22,687	18.4	12.1	11.3
4. 25-34.....	38,771	30.6	36,959	30.0	28.5	28.5
5. 35-44.....	24,708	19.5	24,151	19.6	24.0	24.4
6. 45-54.....	14,765	11.6	14,732	12.0	15.8	16.6
7. 55-64.....	7,339	5.8	7,281	5.9	8.5	9.5
8. 65 and over.....	3,283	2.6	3,325	2.7	4.3	4.5
9. Not stated.....	1,448	.....	1,276	.....	.....	.....
TOTAL.....	128,255	100.0	124,439	100.0	100.0	100.0

Table 40 reveals that the general pattern of accidents by locality continued as in previous years. Whereas nearly 60 per cent of all accidents occurred in urban areas, almost three-quarters of the fatal accidents took place in rural localities.

**TABLE 40: ALL ACCIDENTS AND FATAL ACCIDENTS,  
BY PLACE OF OCCURRENCE, ONTARIO, 1958**

	ALL ACCIDENTS		FATAL ACCIDENTS	
	No.	%	No.	%
<b>Urban</b>				
1. Metropolitan roads and streets.....	16,621	22.4	109	11.2
2. Cities (10,000 population and over).....	21,688	29.3	113	11.6
3. Other urban (1,000 to 9,999 population)....	5,122	6.9	52	5.3
TOTAL.....	43,431	58.6	274	28.1
<b>Rural</b>				
1. King's highways.....	18,138	24.5	444	45.6
2. Secondary roads.....	927	1.3	19	2.0
3. County roads.....	5,516	7.4	131	13.5
4. Organized township roads.....	4,757	6.4	92	9.5
5. Unorganized township roads.....	258	0.3	4	0.4
6. Local and other roads.....	1,085	1.5	9	0.9
TOTAL.....	30,681	41.4	699	71.9
GRAND TOTAL.....	74,112	100.0	973	100.0

### **Financial Responsibility Division**

Legislation which became effective on January 1, 1958 provided a further step towards encouraging the voluntary financial responsibility of motorists. The provision in question requires that unless proof of liability coverage with respect to a motor vehicle accompanies the application for registration or transfer of ownership, an additional fee of \$5.00 shall be paid. Insurance certificates filed with the Department indicated that of motor vehicles registered in the Province in 1958 some 92 per cent were insured, compared with an estimated 78 per cent in 1957. The legislation, re-inforced by publicity on the danger of not carrying insurance, would therefore appear to have been most beneficial in increasing the number of insured vehicles. As a result, more motorists are protected against the costs of accidents while meeting their obligations, thereby tending to reduce the number of claims on the Unsatisfied Judgment Fund.

Three surveys were conducted to verify the authenticity of insurance certificates filed. Firstly, where a notice was received from an insurance company or agent stating that after issue of a liability certificate the policy had been cancelled, a questionnaire was forwarded to the individual concerned enquiring whether the policy had been renewed or replaced. It was found that only about 6 per cent of the owners in question had not re-insured their

vehicles. The second survey comprised a check of 10,000 of the liability certificates on file. A card for each certificate was sent to the insurance company concerned, enquiring as to the present status of the policy. Over 84 per cent of the policies checked were found to be still in force. Further investigation revealed that in almost all the remaining cases, insurance had been obtained elsewhere or incorrect insurance company names, policy numbers, etc. entered inadvertently on the certificate. Lastly, a check was made of 2,000 registrations in respect of new cars and transfers where the \$5.00 additional fee had been paid. It was discovered that in a large number of these cases insurance had been obtained almost immediately following purchase of the car, also that in some instances a policy was in force although no certificate had been produced.

There has again been an increase in the proportion of persons convicted of minor traffic violations as the result of motor vehicle accidents, who were able to provide evidence of liability insurance coverage at the time of the accident and thereby avoid suspension of their privilege to drive. The rise was from 66.7 per cent in 1957 to 71.0 per cent in 1958. Details are shown in Table 41.

**TABLE 41: NUMBER OF CONVICTED PERSONS, BY AGE,  
WHO FILED EVIDENCE OF LIABILITY INSURANCE COVERAGE  
AS REQUIRED BY SECTION 81A OF THE HIGHWAY TRAFFIC ACT  
CALENDAR YEAR 1958**

AGE (YEARS)	NUMBER REQUIRED TO FILE	NUMBER WHO FILED	PERCENTAGE WHO FILED
Under 21.....	2,677	1,537	57.4
21-24.....	2,034	1,245	61.2
25-39.....	4,528	3,351	74.0
40-54.....	2,089	1,714	82.0
55-64.....	812	687	84.6
65 and over.....	484	411	84.9
Unknown.....	3,028	2,164	71.5
TOTAL.....	15,652	11,109	71.0

Only 24.8 per cent of persons required to furnish proof of financial responsibility for the future before reinstatement of their driving licences, were able to do so. This represents a fall of 1.6 per cent, as compared with 1957, and indicates that the irresponsible driver is finding it increasingly difficult to obtain insurance coverage.



**TABLE 42: DRIVERS SUSPENDED IN CALENDAR YEAR 1958  
WHO WERE REINSTATED IN SAME YEAR BECAUSE PROOF OF  
FINANCIAL RESPONSIBILITY WAS FILED**

OFFENCE	SUSPENDED	REINSTATED	PERCENTAGE REINSTATED
Speeding.....	136	43	31.6
No driver's licence.....	590	45	7.6
Improper lights.....	22	7	31.8
Defective brakes.....	131	34	26.0
Improper turning, passing, signalling, stopping, etc. Sec. 41 H.T.A.....	1,580	559	35.4
Failure to report accident.....	271	59	21.8
Careless driving.....	4,868	1,323	27.2
Leaving scene of accident.....	1,108	360	32.5
Driving while intoxicated.....	1,245	104	8.4
Theft of motor vehicle.....	2		
Impaired driving.....	9,283	2,329	25.1
Criminal negligence.....	160	11	6.9
Motor manslaughter.....	1		
Other offences.....	108	21	19.4
Failure to satisfy a judgment.....	2,827	323	11.4
Cancellation of proof of financial responsibility.....	3,251	1,128	34.7
<b>TOTAL.....</b>	<b>25,583</b>	<b>6,346</b>	<b>24.8</b>

While proof of financial responsibility may be filed in any one of several ways, the insurance method continued to be the most frequently used.

**TABLE 43: TYPE OF FINANCIAL RESPONSIBILITY FILED  
IN CALENDAR YEAR 1958**

TYPE	NUMBER
Vehicle policy insurance certificate.....	8,364
Driver's policy insurance certificate.....	1,951
Fleet insurance certificate.....	31
P.C.V. or P.V. insurance certificate.....	7
Surety bonds.....	1
Money or securities.....	
<b>TOTAL.....</b>	<b>10,354</b>

The following table shows that 5,914 persons, whose suspensions had been in effect for over two years, were reinstated under the discretion vested in the Minister. More than 7,000 other drivers, not shown in the table, who had been required to provide proof of financial responsibility and had in fact done so, were relieved of the requirement under the same provision.

**TABLE 44: FINANCIAL RESPONSIBILITY SUSPENSIONS RESCINDED  
IN CALENDAR YEAR 1958**

OFFENCE	F. R. FILED*	EXPIRED†	CANCELLED‡	TOTAL
Speeding.....	73	22	9	104
No driver's licence.....	85	243	18	346
Improper lights.....	9	6	3	18
Defective brakes.....	45	49	11	105
Improper turning, passing, signalling, stopping, etc. Sec. 41 H.T.A.....	716	186	181	1,083
Failure to report an accident.....	87	71	16	174
Careless driving.....	2,223	1,086	188	3,497
Reckless or dangerous driving.....	7	171	.....	178
Leaving the scene of an accident.....	482	274	5	761
Impaired driving.....	4,138	1,588	19	5,745
Driving while intoxicated.....	392	504	1	897
Theft of motor vehicle.....	8	220	1	229
Criminal negligence.....	40	33	7	80
Motor manslaughter.....	.....	3	.....	3
Other offences.....	44	52	9	105
Failure to satisfy a judgment.....	590	194	186	970
Cancellation of proof of financial responsibility.....	1,415	1,212	1	2,628
<b>TOTAL.....</b>	<b>10,354</b>	<b>5,914</b>	<b>655</b>	<b>16,923</b>

\* Including suspensions applied prior to 1958.

† Suspensions which had been in effect for at least two years.

‡ Suspensions revoked for various reasons, e.g., conviction quashed upon appeal.

### Unsatisfied Judgment Fund

New legislation, effective May 26, 1958, has simplified the procedure and considerably lessened the time required to obtain payment from the Unsatisfied Judgment Fund of an uncollectable award for damages resulting from a motor vehicle accident.

In the past, it was necessary for a person wishing to draw on the resources of the Fund to investigate thoroughly the judgment debtor's ability to make payment. Where it was found that he could not do so, the plaintiff was obliged to apply to the Supreme Court for an order directing payment from the Fund of the amount still owing, subject to the limits prescribed by the Act. The Minister, through his solicitor, could oppose the application.

Under the new legislation, it is unnecessary to prove that the defendant has no means of making payment. To obtain payment from the Fund of a judgment and taxed costs, within the stipulated limits, the applicant has merely to file a simple affidavit of the facts, together with a certificate of the judgment and an assignment of the same to the Minister of Transport. The affidavit must, however, contain any information which will assist final collection of the judgment by the Department.

Provision is also made for payment of a \$30.00 fee (including disbursements) to the solicitor who completes the papers on behalf of his client and files a writ of execution with the sheriff. Since the amount formerly ordered for costs of application averaged \$50.00, there is a saving to the Fund. The costs payable

by the plaintiff to the solicitor are also reduced, as the extra work involved in obtaining an order for payment has now been abolished.

The benefits of the new legislation are twofold: firstly, payments from the Fund have been considerably accelerated, so that an average of only 21 days now elapses between the time when the plaintiff's application is received and the date he receives the cheque; secondly, due to the saving in costs, more persons find it profitable to apply to the Fund for the payment of small claims. These two factors are responsible for the marked increase in the number of claims paid out of the Fund, from 365 in 1957 to 942 in 1958.

In the case of hit-and-run accidents, where the defendant's identity is not known, application must still be made to a court for permission to sue the Registrar of Motor Vehicles.

### **Services Division**

On the formation of the Driver Control Branch in December 1958 a Services Division was set up, which assumed certain functions from the Financial Responsibility Division.

The main task of the Division is to assist and co-ordinate the activities of the re-constituted Driver Improvement and Financial Responsibility Divisions. For this purpose, it maintains the records of some one-and-a-quarter million drivers and supplies information extracted from them to the other divisions. This function is of particular importance in view of the forthcoming introduction of the driver demerit points system. In addition, the Services Division solves the personnel and equipment problems encountered by the foregoing divisions, handles suspensions and reinstatements, and supplies abstracts of drivers' records to the police, insurance companies and other interested parties. More than 51,000 such abstracts were prepared in 1958, representing an increase of 15,000 over the previous year. The manner in which drivers' records are maintained, the circumstances under which suspensions and reinstatements are issued, and the purposes for which abstracts of drivers' records are required by non-government agencies are explained in detail under the heading "Financial Responsibility Division" in Part I of this report.

Table 45C reveals that the number of convictions and committals for trial reported for 1958 was considerably greater than for the previous year. This is believed to be the result of meetings held between Department officials and magistrates during the year, the purpose of which was to gain the co-operation of the courts, so that they would report convictions fully and promptly. Use of the uniform traffic ticket, which simplifies the work of the court clerk, is also believed to have been a factor in improved reporting.

Although total suspensions, shown in Table 46, increased by 2,316 over 1957, there was a fall in two categories. The main reason for the slight reduction in the first category, suspensions applied by the courts following conviction for certain offences, was a decision declaring Section 29 of the Highway Traffic Act *ultra vires*: no convictions were reported or suspensions applied under this Section for the last two months of 1958. The fall in suspensions applied by the Minister of Transport under Section 25 of the Highway Traffic Act is believed to have resulted largely from an amendment to the Act providing a mandatory period of suspension following a second conviction for impaired driving. This caused a fall of 232 in the number of suspensions for unfavourable

operating records. For the same reason, there was a considerable rise in the number of suspensions applied for impaired driving. Of drivers required to undergo re-examination, only 213 were deprived of their licences because they were considered unable to operate a motor vehicle safely.

**TABLE 45A: CONVICTIONS AND COMMITTALS FOR TRIAL  
REPORTED PURSUANT TO THE HIGHWAY TRAFFIC ACT  
CALENDAR YEARS 1957 AND 1958**

SECTION OF ACT	OFFENCE	NUMBER	
		1957	1958
3	Failure to register a motor vehicle.....	422	490
4	False statement on application for permit.....	1,107	1,610
5	Failure to have number plates.....	2,126	2,809
6	Failure to notify Dept. of change of ownership.....	628	1,481
7	Improper use of number plates.....	252	447
10	Improper lights.....	4,713	6,386
12	Defective brakes.....	2,093	2,713
13	Faulty equipment (mirror, windshield, etc.).....	498	730
14 & 15	Improper ties, clamps, etc.....	27	29
17	Unnecessary noise.....	3,313	4,755
19	Excessive width and length of vehicle.....	569	830
20a	Unsafe vehicle.....	354	363
21	Failure to have chauffeur's licence.....	291	636
23	Failure to produce chauffeur's licence.....	112	124
25	Procuring licence or permit illegally.....	260	205
26 & 27	No garage licence.....	11	31
28	Speeding.....	143,049	198,003
29	Careless driving.....	12,326	11,397
30	Racing.....	53	87
32	Unnecessarily slow driving.....	21	61
34	Overweight re tires.....	62	154
36	Load in excess of permit issued.....	6,958	10,418
38	Overhanging load.....	364	700
40	No name of owner on commercial vehicle.....	1,203	1,475
41-1 (3a-4a)	Failure to give right of way.....	1,936	5,779
41-1 A-H	Failure to signal for turn.....	2,568	10,006
41-2	Disobeying traffic signal.....	13,288	23,935
41-3	Failure to stop at stop street or highway.....	24,340	29,224
41-5	Failure to keep in proper lane.....	383	1,181
41-6	Wrong way on one-way street.....	707	1,309
41-8-10	Failure to share the road.....	655	841
41-12-14	Bicycles.....	68	13
41-11, 15, 16	Improper passing.....	2,597	3,173
41-16A-17	Following too closely.....	1,038	1,528
41-18-19	Failure to yield right of way to ambulance, etc.....	37	138
41	Others.....	15	13
41B	Passing school bus.....	94	101
42	Crossing traffic lanes improperly.....	54	203
43-1	Parking on highway.....	880	156
43-7	Failure to have flares.....	167	1 621
45 & 46	Passing street cars or horses improperly.....	93	227
47 & 47A	Littering highway and soliciting rides.....	60	138
48	Failing to stop at accident and give name.....	19	15
52	Operating motor vehicle under age 16.....	63	65
68	Driving while permit or licence suspended.....	69	16
75	Failure to have operator's licence.....	4,728	6,454
76	Failure to produce operator's licence.....	1,995	3,501
110	Failure to report an accident.....	755	676
	Other offences.....	238	631
TOTAL.....		237,659	336,878



**TABLE 45B: CONVICTIONS AND COMMITTALS FOR TRIAL  
REPORTED PURSUANT TO THE CRIMINAL CODE (CANADA)  
CALENDAR YEARS 1957 AND 1958**

SECTION OF ACT	OFFENCE	NUMBER	
		1957	1958
191	Criminal negligence.....	.....	1
192	Causing death by criminal negligence.....	.....	11
193	Causing bodily harm by criminal negligence.....	.....	17
207	Motor manslaughter.....	1	1
221 (1)	Criminal negligence.....	174	132
221 (2)	Leaving scene of accident.....	988	1,270
222	Driving while intoxicated.....	1,228	1,223
223	Driving while ability impaired.....	8,042	8,552
225	Driving while disqualified.....	1,603	1,950
280	Theft of motor vehicle.....	311	.....
281	Taking vehicle without consent of owner.....	98	.....
TOTAL .....		12,445	13,157

**TABLE 45C: SUMMARY**

Total Convictions and Committals for Trial under:

	1957	1958
Highway Traffic Act.....	237,659	336,878
Criminal Code (Canada).....	12,445	13,157
GRAND TOTAL.....	250,104	350,035

**TABLE 46: SUSPENSIONS OF DRIVERS' LICENCES AND/OR  
MOTOR VEHICLE PERMITS**

CAUSE OF SUSPENSION	1957	1958	CHANGE 1958/1957		
			De- crease	In- crease	Percent- age
By judge or magistrate as penalty upon conviction for:					
Driving while intoxicated.....	137	152			
Impaired driving.....	1,221	1,197			
Careless driving.....	2,521	2,485			
Failure to remain at scene of accident.....	16	.....			
Criminal negligence.....	114	82			
Others.....	142	164			
TOTAL.....	4,151	4,080	71		1.7

**Section 25 H.T.A.**

By Minister because of physical or mental disability, court recommendation and operating record:

Mental and physical condition.....	193	174			
Re-examination of driving ability.....	231	213			
Operating record.....	1,051	819			
TOTAL.....	1,475	1,206	269		18.2

**Section 54 H.T.A.**

Mandatory suspensions for driving while intoxicated.....

925	1,037	112	12.1
-----	-------	-----	------

**Section 54A, H.T.A.**

Mandatory suspensions for:

Driving while ability impaired.....	6,454	7,573			
Criminal negligence.....	33	53			
TOTAL.....	6,487	7,626	1,139		17.6

TABLE 46: CONTINUED

## Section 81(1) H.T.A.

Suspensions until proof of financial responsibility filed.....	8,902	9,274	372	4.2
--	-------	-------	-----	-----

NOTE: Many suspensions shown here under other headings may also require filing of financial responsibility before reinstatement.

## Section 82(1) H.T.A.

Failure to pay judgment.....	1,794	2,827	1,033	57.6
GRAND TOTAL.....	23,734	26,050	2,316	9.8

TABLE 47: PERIODS FOR WHICH SUSPENSIONS WERE ISSUED  
CALENDAR YEAR 1958

PERIOD	NUMBER
Not more than three months.....	6,654
More than three months, but not more than six months.....	4,643
More than six months, but not more than one year.....	1,572
More than one year, but not more than two years.....	317
More than two years, but not more than three years.....	120
Indefinite.....	644
Until judgment paid.....	2,827
Until proof of financial responsibility filed.....	9,273
TOTAL.....	26,050

TABLE 48: NUMBER OF SUSPENSIONS REQUIRING FILING OF PROOF OF  
FINANCIAL RESPONSIBILITY BEFORE REINSTATEMENT, 1954-1958

OFFENCE	1954	1955	1956	1957	1958
Speeding.....	40	37	100	122	136
No driver's licence.....	635	648	563	523	590
Improper lights.....	24	22	15	24	22
Defective brakes.....	202	160	162	120	131
Improper turning, signalling, etc.....	911	1,048	1,298	1,365	1,580
Failure to report an accident.....	260	215	253	294	271
Careless driving.....	3,497	3,743	4,785	5,184	4,868
Reckless or dangerous driving*.....	593	153			
Leaving scene of accident.....	990	905	974	864	1,108
Driving while intoxicated.....	1,441	1,230	1,255	1,169	1,245
Driving while ability impaired.....	6,432	6,666	7,704	8,163	9,283
Theft of motor vehicle.....	502	397	228	57	2
Motor manslaughter.....	10	10	1		1
Criminal negligence*.....	2	141	182	177	160
Other offences.....	52	79	92	203	108
Failure to satisfy a judgment.....	1,554	1,594	1,576	1,794	2,827
Cancellation of proof of F.R. †.....	3,086	2,384	2,276	3,078	3,251
TOTAL.....	20,231	19,432	21,464	23,137	25,583

\* Offence of dangerous driving removed from Criminal Code April 1, 1955. This accounts for the decrease in suspensions for reckless driving and the increase in suspensions for criminal negligence.

† Proof of financial responsibility filed, but cancelled before 2-year period expired.

## RESEARCH BRANCH

During the period April to December 1958, the Branch continued to perform its two main functions of carrying out special studies in the field of motor vehicle taxation and control, and aiding the compilation of accurate statistics throughout the Department.

In recent months, the question of the advisability of introducing the compulsory filing of motor common carrier rates in Ontario has received serious attention from the Government, industry and commerce. The Research Branch has made a threefold contribution to this investigation. In June 1958, it submitted a report to the Deputy Minister of Transport, stating the case for and against various forms of rate filing and rate regulation. In July, a committee composed of representatives of shippers' and carriers' organizations was set up under the chairmanship of the Deputy Minister to consider the matter. It was decided at the first meeting that a questionnaire should be sent to a large number of shippers and motor carriers, in order that a representative cross-section of their views might be obtained. Completed questionnaires were returned by 1,917 shippers and 414 carriers. The replies were analysed by the Research Branch from both the quantitative and qualitative aspects and the results included in a report submitted to the Committee. In December, the Branch sent out a questionnaire to all American States and the other Canadian Provinces to ascertain the extent to which regulatory bodies control motor common carrier rates within their jurisdictions, and the administrative implications of such control. An analysis of the replies is now being prepared.

From the standpoint of highway finance and that of existing weight limitations it is important to know the weight characteristics of commercial motor vehicle traffic passing over the highways and bridges of the Province. For this reason, the Research Branch carried out a full-length study, extending over several months, of the gross and axle scale weights of various types of truck and combination operating in Ontario. The data used were obtained from a carefully designed sample taken by senior inspectors of the Public Vehicles Division at permanent weigh stations operated by the Department. The results of the study, now ready for publication, should materially assist the formulation of Departmental policy.

In November 1958 and in co-operation with the Public Vehicles Division, a monthly survey of truck traffic at ten selected weigh stations was instituted. The data obtained are serving a number of important purposes. They are, for example, permitting more accurate estimates of variations in the weight and volume of motor truck traffic at different hours of the day and seasons of the year, as well as in different areas of the Province, than have hitherto been available.

With a view to increasing its flexibility, the present licensing system was examined and a report submitted. The Branch also investigated the issue of special permits for overweight and oversize vehicles.

As far as limited resources and the pressure of other work would permit, progress with a highway finance study for Ontario continued. An examination was made of studies conducted in other jurisdictions and a plan drawn up for a similar investigation in this Province.

During preparations for the introduction of a driver demerit points system in the early part of 1959, the question of the differing numbers of points which should be allocated for various convictions was given careful consideration. In consideration therewith, the Research Branch made a statistical appraisal of the preliminary results of a research study conducted by Dr. B. J. Campbell of the University of North Carolina, on behalf of the American Association of Motor Vehicle Administrators. The purpose of this study was to assess the rôle of point system action in driver improvement.

In July 1958, the Branch devised for the Driver Improvement Division a new system of recording the results of driver examinations, which would make the complete examination history of every applicant for a driver's licence available at all times. The existence of such records would enable the successive attempts of each driver to pass the "inside" and "road" tests to be related to his subsequent driving history.

During the period under review, the Branch was assigned the task of setting up a library for the Department of Transport. Books and periodicals in the possession of the various branches were listed and catalogued, and all purchases channelled through the Research Branch. The Library now contains several thousand items, relating to all aspects of the Department's work.



## RESEARCH ADVISORY COMMITTEE

The Research Advisory Committee, comprising three psychologists, two psychiatrists and one sociologist, was appointed by Order-in-Council on April 24, 1958 . . . "to consider and recommend to the Department research projects designed to reduce highway traffic accidents in the Province and educate operators of motor vehicles." A civil engineer was later appointed to the Committee.

At the first meeting of the Committee, it was decided to appoint an executive secretary. A professional sociologist was chosen for the post and commenced with three months of full-time employment, in order to familiarize himself with the problem of highway safety and prepare a survey of research being carried out in this field.

The main function of the Committee is to evaluate proposals for research and make recommendations to the Department regarding them. To facilitate this work, representatives of the Committee visited many of the centres concerned with accident research in the United States. It was recommended that the Ontario Department of Transport establish a library of relevant material, as there appeared to be a serious scarcity in this Province of publications relating to accident research.

During the nine months under review, two research projects were approved. Firstly, it was recommended that Dr. G. H. W. Lucas of the Department of Pharmacology, University of Toronto, be granted financial aid to study the rôle of alcohol in rural highway accidents, an extension of a study which he had previously made of urban accidents. Secondly, it was recommended that assistance of a non-financial nature be given to Dr. W. A. Tillman of the University of Western Ontario in connection with his work on group psychotherapy among accident repeaters. Dr. Tillman is presently in receipt of a grant-in-aid from the Commission on Accidental Trauma, Armed Forces Epidemiological Board, in regard to his work in group therapy. The Committee has recommended that studies carried out by accident investigation officers of the Highway Safety Branch should be under the direction of consultants who have experience in research. One such study has been planned.

The Committee met four times during the period April to December, 1958.

## HIGHWAY SAFETY BRANCH

The dominant features of the period April to December, 1958 were the inauguration of five traffic safety campaigns and the holding of "Road Safety Workshops, 1958."

### **Safety Campaigns**

Seasonal campaigns will be a permanent feature of the work of the Branch and will form the core of its efforts to make the public more safety-conscious. In each case, kits of printed material suited to the particular theme are prepared. These are widely distributed, not only to those most directly concerned, but also to all other persons and agencies through whose co-operation the effectiveness of the campaign can be increased.

The first campaign, launched in April 1958, was intended to secure the active co-operation of religious leaders throughout the Province in persuading drivers and pedestrians to accept moral responsibility for obeying traffic laws and avoiding accidents. The response from clergy of all denominations was most gratifying. Emphasis in the May campaign was on the need for drivers to have their cars checked for mechanical efficiency and maintain them in safe operating condition. During the summer months of June, July and August, the Branch participated in the North American campaign for safe vacation driving, using the slogan "Slow Down and Live." In September, coincident with the beginning of the new school year, a child safety campaign was held. The fifth and last special emphasis campaign began on December 1 and continued until after New Year's Day, 1959. Its objective was to reduce the number of accidents occurring during the holiday period.

### **Road Safety Workshops, 1958**

The first province-wide traffic safety conference ever held in Ontario, entitled "Road Safety Workshops, 1958," was organized by the Highway Safety Branch and took place in the Royal York Hotel, Toronto, on September 3 and 4. Its aim was to focus attention on the extreme urgency of the traffic accident problem and enlist public support for road safety measures.

The programme comprised a series of fifteen workshops, spread over two days. The first day was spent in considering the nature of the problem and action being taken by official and unofficial agencies to solve it. On the second day, delegates were given an opportunity to discuss what the groups they represented might do to aid the prevention of traffic accidents.

Over 500 delegates, representing labour, business, the clergy, associations, clubs and societies, women's groups, public information media and local safety councils, attended the Conference.

### **Local Safety Promotion**

Safety promotion officers responsible for the four regions of Ontario continued their work of promoting highway safety at the local level.



**The Hon. M. B. Dymond, M. D., addressing "Road Safety Workshops, 1958." Seated near him, left to right, are Mr. C. Archambault of the Canadian Highway Safety Conference; Mr. D. J. Collins, Deputy Minister of Transport; The Hon. Dr. W. J. Dunlop, Minister of Education; Mr. W. B. G. Reynolds, Highway Safety Commissioner, and The Hon. Rev. A. W. Downer, Speaker of the Ontario Legislature.**

Through their advice and assistance, new safety councils were formed in twelve localities, while those which had been inactive in two towns were revived. Meetings of established safety councils were attended on various occasions in eight towns and counties. Talks on the formation of safety councils were given in many other areas.

New safety patrols were trained at some twenty schools throughout the Province, while many patrols already functioning were visited and checked for efficiency and enthusiasm. Numerous talks were given to school boards, town councils, service groups and other organizations on the subject of school safety patrols. Many schools were visited on request and film shows and talks were given to the children on the general subject of safety.

Lectures on the value of driver education in the high schools were delivered to school boards and other authorities in eleven cities and towns. Many valuable contacts were formed. The missionary work of safety promotion officers in this field has stimulated interest in the subject and may have been partially responsible for the large attendance at the Driver Education Course for High School Teachers held by the Ontario Safety League in July, in which forty teachers participated. The number of schools offering this course rose from 24 to 33.

To impart the message of highway safety in general, frequent use was made of almost every known method of communication, ranging from films to television.



## Women's Activities

Further progress was achieved in enlisting the support of women's organizations. In most cases, after contact had been established, a committee was formed to direct the group's safety programme. Aid was given to the committee in the selection and execution of a suitable project.

Every effort was made to reach women in general through lectures, radio and television appearances, and the preparation of printed material.

An outstanding event of the period was the holding of a separate meeting for women at "Road Safety Workshops, 1958." Selected invitations were sent to 80 women, representing 38 different organizations; 72 of these invitations were accepted.

An active part was taken by the women's representative of the Branch in the National Safety Conference held in Chicago during October.

## Accident Investigation

The following three projects were undertaken:

- (1) A comparison of the characteristics of 100 drivers with extensive accident and violation records, chosen at random, with the characteristics of 100 drivers in the same age and experience category with no such records. An interim report has been submitted.
- (2) A study of the records of 1,000 accidents to determine the accident and violation experience of the drivers concerned.



Some of the 505 delegates to "Road Safety Workshops, 1958" toasting the Queen at the closing banquet.



- (3) The identification of factors contributing to changes in the accident and violation experience of drivers. This project is being directed by the Research Advisory Committee.

In connection with their current research into the causes of traffic accidents, Dr. W. A. Tillman of London, Ontario, and the Alcoholism Research Foundation were provided with information extracted from drivers' records.

Using data obtained from police reports, a study was made of accidents involving farm equipment on Ontario highways and a report submitted.

A comparison was made of the pedestrian accidents which occurred in Metropolitan Toronto during the first eight months of 1957 and 1958.

For the purpose of indicating special hazards, seasonal variations in road accidents in Ontario were examined. The results were used as a basis for the fact sheets of the Highway Safety Branch seasonal campaigns.

A preliminary survey was completed in connection with a study to determine the mechanical condition of motor vehicles. This project will require the co-operation of various enforcement agencies throughout the Province.

## CIVIL DEFENCE

Since April 1, 1958, the task of making detailed, efficient arrangements for the emergency evacuation of the civilian population from designated target areas has been carried forward in several directions. The urgent need for such arrangements may be gauged from the fact that, if evacuation were ever necessary, it would require the movement of some 2,300,000 persons, almost entirely by road.

Twenty-five Ontario centres have been visited by the Department of Transport liaison officer in connection with transport problems relating to civil defence.

After careful consideration of all factors involved, dispersal routes were selected and recorded for the following target areas:

- (i) Metropolitan Toronto Area (including the southern portion of Ontario County).
- (ii) Ottawa City—Carleton County Area.
- (iii) Hamilton—Niagara Area.
- (iv) Essex—Kent County Area.

As the use of King's Highways alone to evacuate the civilian population might lead to serious congestion, a survey was made of the roads in 24 counties which might serve as auxiliary routes. Assessment reports were prepared, giving full details of roads which would be both suitable and available. With a view to minimizing the effect of potential "bottlenecks," a comprehensive structural analysis of the various King's Highways was obtained from the Department of Highways' records and forwarded to district headquarters of the Ontario Provincial Police. In addition, pavement and shoulder widths — essential to the estimation of road capacity — were marked on the main control maps at Provincial civil defence headquarters and in the several zones.

Plans for the re-fuelling of motor vehicles form a vital part of the evacuation programme. On request, the major oil companies indicated the exact location of each of their service stations and supplied much other valuable information.

Some time ago, two private companies with branches across Canada showed their public spirit by volunteering to modify their panel delivery trucks at their own expense, so that they could be used as ambulances in an emergency. The number of trucks thus made available fell short of the total required, but the deficiency was remedied in June 1958 through a similar, generous offer from another private business organization. Adaptation of these vehicles is proceeding and the first shipment of ambulance conversion equipment was received from the Federal Civil Defence Organization in December.

## ONTARIO HIGHWAY TRANSPORT BOARD

The Board has continued its practice of sitting in two divisions of two members each for the hearing of applications for commercial vehicle operating licences under the relevant Acts. Apart from Toronto, public hearings have been conducted in the following municipalities: Ottawa, Windsor, Port Arthur, Sudbury, North Bay, Lindsay, Bracebridge, Kitchener, Durham, Wingham and Brockville.

On concluding its examination of the adequacy of the bill of lading prescribed for highway transport operators, the Board presented a comprehensive report, dealing with suggested changes in the present bill, to the Minister of Transport on June 5, 1958.

Throughout the year, the Board has entertained applications for the interchange of loaded trailers by and between licensed operators. A large number of agreements, providing for the interchange of trailers, are now in effect

**TABLE 49: APPLICATIONS CONSIDERED AT PUBLIC HEARINGS  
CALENDAR YEAR 1958**

STATUTORY AUTHORITY	CLASS	TOTAL (GRANTED OR REFUSED)	OPOSED	GRANTED		REFUSED
				IN FULL	IN PART	
Public Commercial Vehicles Act	A	59	24	50	5	4
	B	2	1	2	.....	.....
	C	39	17	30	7	2
	D	348	153	240	53	55
	E	10	5	7	.....	3
	F	99	27	64	13	22
	FS	31	14	23	3	5
	H	25	16	14	4	7
	K	21	10	12	6	3
	TOTAL	634	267	442	91	101
Motor Vehicle Transport Act (Canada)	Freight	148	57	105	16	27
	Passenger	5	2	5	.....	.....
	TOTAL	153	59	110	16	27
Public Vehicles Act	P.V.	29	13	24	4	1
	P.V. (S.B.)	8	4	5	.....	3
	TOTAL	37	17	29	4	4

among Class “A” public commercial vehicle operators. This arrangement has reduced both delivery time and operating costs.

During the period in question, the Board has reviewed a number of the certificates of public necessity and convenience which it had previously issued, because of operations conducted against the best interest of the public. As a result of the Board’s action in these cases, it is felt that operators are endeavouring to conform more closely with the Acts and regulations governing their operations.

**TABLE 50: APPLICATIONS CONSIDERED IN CHAMBERS  
CALENDAR YEAR 1958**

STATUTORY AUTHORITY	CLASS	GRANTED	TRANSFER	WITH- DRAWAL	TOTAL
Public Commercial Vehicles Act	A	38	10	1	49
	B	2	1	1	4
	C	20	24	1	45
	D	53	32	11	96
	E	108	31	4	143
	F	928	84	20	1,032
	FS	15	17	1	33
	H	9	12	.....	21
	K	6	5	.....	11
	TOTAL	1,179	216	39	1,434
Motor Vehicle Transport Act (Canada)	Freight	40	23	13	76
	Passenger	66	3	1	70
	TOTAL	106	26	14	146
Public Vehicles Act	P.V.	11	15	2	28
	P.V. (S.B.)	277	21	3	301
	TOTAL	288	36	5	329









1. Level fall
2. gun rig at axle
3. changes in lumber
4. 17% day increase in lumber







CA20N  
DT  
455



ONTARIO

DEPARTMENT OF TRANSPORT



# *Annual Report*

1959





**ANNUAL REPORT**

of the

**ONTARIO DEPARTMENT OF TRANSPORT**

for the

**YEAR 1959**







THE HONOURABLE JOHN YAREMKO, Q.C.  
Minister of Transport

TO THE HONOURABLE LT.-COL. JOHN KEILLER MACKAY,  
D.S.O., V.D., LL.D.,  
*Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to transmit the Annual Report of the Department of Transport, Ontario, for the year 1959.

Respectfully submitted,

JOHN YAREMKO,  
*Minister of Transport*

Parliament Buildings,  
Queen's Park, Toronto, Ontario,  
April 1, 1960.

TO THE HONOURABLE JOHN YAREMKO, Q.C.,  
*Minister of Transport, Ontario.*

Sir:

I have the honour to present herewith the Annual Report of the Department of Transport for the calendar year, with financial statements covering the fiscal year ending March 31, 1959. This contains the annual report of the Registrar of Motor Vehicles, as required by Section 113(e) of the Highway Traffic Act.

I have the honour to be, Sir,

Your obedient servant,

D. J. COLLINS,  
*Deputy Minister*

Department of Transport, Ontario,  
Toronto, March 30, 1960.





## CONTENTS

	PAGE
INTRODUCTION.....	11
BRANCH AND OTHER REPORTS:	
ACCOUNTS BRANCH.....	19
PERSONNEL BRANCH.....	24
MOTOR VEHICLE LICENCE BRANCH.....	27
MECHANIZATION DIVISION.....	27
TRAFFIC ENGINEERING BRANCH.....	28
ENFORCEMENT BRANCH.....	29
LEGAL BRANCH.....	33
DRIVER CONTROL BRANCH.....	34
Driver Improvement Division.....	34
Financial Responsibility Division.....	37
Services Division.....	40
Medical Board.....	40
RESEARCH BRANCH.....	41
RESEARCH ADVISORY COMMITTEE.....	44
HIGHWAY SAFETY BRANCH.....	45
CIVIL DEFENCE.....	51
APPENDIX TABLES.....	53
ONTARIO HIGHWAY TRANSPORT BOARD.....	87



## LIST OF TABLES

TABLE	PAGE
<b>MOTOR VEHICLE LICENCE BRANCH</b>	
1. LICENCES AND PERMITS ISSUED, 1955-1959.....	54
2. MOTOR VEHICLE REGISTRATIONS, ONTARIO, 1903-1959.....	54
3. HEAVY COMMERCIAL COMPARED WITH TOTAL COMMERCIAL VEHICLE REGISTRATIONS, ONTARIO, 1945-1958.....	57
4. PASSENGER AND COMMERCIAL MOTOR VEHICLE REGISTRATIONS BY COUNTIES AND DISTRICTS, 1957 AND 1958.....	57
5. PASSENGER AND COMMERCIAL MOTOR VEHICLE REGISTRATIONS BY CITIES, 1957 AND 1958.....	58
<b>ENFORCEMENT BRANCH</b>	
6. PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES ISSUED, LICENCE YEARS BEGINNING APRIL 1, 1954-1959.....	59
7. PUBLIC COMMERCIAL VEHICLES LICENSED, LICENCE YEARS BEGINNING APRIL 1, 1954-1959.....	60
8. RATIO OF PUBLIC COMMERCIAL VEHICLES TO OPERATING LICENCES, LICENCE YEARS BEGINNING APRIL 1, 1953-1959.....	60
9. PUBLIC VEHICLE OPERATING LICENCES ISSUED, LICENCE YEARS BEGINNING APRIL 1, 1954-1959.....	60
10. PUBLIC VEHICLES LICENSED, LICENCE YEARS BEGINNING APRIL 1, 1954-1959.....	61
11. RESULTS OF PROSECUTIONS BY THE ENFORCEMENT BRANCH, JANUARY 1-DECEMBER 31, 1958 AND 1959.....	61
<b>DRIVER CONTROL BRANCH</b>	
<b>Driver Improvement Division</b>	
12. DRIVER EXAMINATIONS CONDUCTED BY DEPARTMENT, 1959. RESULTS OF FIRST ATTEMPTS ONLY.....	62
13. FAILURES AT DRIVER EXAMINATIONS CONDUCTED BY DEPARTMENT, 1959. ANALYSIS OF FIRST ATTEMPTS ONLY.....	62
<b>Financial Responsibility Division</b>	
14. PERSONS CONVICTED OF DRIVING OFFENCES AS THE RESULT OF TRAFFIC ACCIDENTS, WHO WERE REQUIRED TO PROVE THAT THEIR VEHICLES WERE INSURED AT THE TIME OF THE ACCIDENT, 1959.....	62
15. UNSATISFIED JUDGMENT FUND. STATEMENT OF PAYMENTS INTO AND OUT OF THE FUND, JULY 1, 1947-MARCH 31, 1959.....	opp. 62
16. FINANCIAL RESPONSIBILITY SUSPENSIONS LIFTED, 1959, BY REASON FOR REINSTATEMENT.....	63
17. TYPE OF FINANCIAL RESPONSIBILITY FILED, 1959.....	63
<b>Services Division</b>	
18. DRIVERS WITH DEMERIT POINTS. STANDINGS AT END OF EACH MONTH, APRIL-DECEMBER, 1959.....	64
19. AUTOMATIC SUSPENSIONS UNDER THE HIGHWAY TRAFFIC ACT, APRIL 1-DECEMBER 31, 1959.....	65



20. AUTOMATIC SUSPENSIONS UNDER THE HIGHWAY TRAFFIC ACT. CUMULATIVE TOTAL AT END OF EACH MONTH, APRIL–DECEMBER, 1959.....	65
21. CONVICTIONS WITHIN POINT SYSTEM REGULATIONS, BY MONTH AND NATURE OF OFFENCE, APRIL 1–DECEMBER 31, 1959.....	66
22. CONVICTIONS WITHIN POINT SYSTEM REGULATIONS. CUMULATIVE TOTAL AT END OF EACH MONTH, BY NATURE OF OFFENCE, APRIL–DECEMBER, 1959.....	67
23. CONVICTIONS AND COMMITTALS FOR TRIAL UNDER THE HIGHWAY TRAFFIC ACT IN 1959.....	68
24. CONVICTIONS AND COMMITTALS FOR TRIAL UNDER THE CRIMINAL CODE (CANADA) IN 1959.....	69
25. SUMMARY OF CONVICTIONS AND COMMITTALS FOR TRIAL, 1955–1959.....	69
26. DRIVERS SUSPENDED PENDING FILING OF PROOF OF FINANCIAL RESPONSIBILITY, 1955–1959.....	69
27. SUSPENSIONS OF DRIVERS' LICENCES, 1958 AND 1959.....	70
28. EFFECTIVE PERIODS OF SUSPENSION, 1955–1959.....	71
29. ABSTRACTS OF DRIVERS' RECORDS ISSUED TO VARIOUS AGENCIES, 1957–1959.....	71

### RESEARCH BRANCH

30. TRUCKS AND TRACTORS, BY REGISTERED GROSS WEIGHT AND TYPE OF FUEL USED, ONTARIO, LICENCE YEAR 1956.....	72
31. ELECTRIC TRUCKS, BY REGISTERED GROSS WEIGHT, ONTARIO, LICENCE YEAR 1956.....	72
32. TRAILERS, BY REGISTERED GROSS WEIGHT, ONTARIO, LICENCE YEAR 1956.....	73
33. TRUCKS AND TRACTORS, BY REGISTERED GROSS WEIGHT AND NUMBER OF AXLES, ONTARIO, LICENCE YEAR 1956.....	73
34. TRUCKS AND TRACTORS, NUMBER AND TOTAL TARE WEIGHT, BY REGISTERED GROSS WEIGHT, ONTARIO, LICENCE YEAR 1956.....	74
35. TRAILERS, BY TARE WEIGHT, ONTARIO, LICENCE YEAR 1956.....	75
36. TRUCKS AND TRACTORS, BY OWNERSHIP LOCATION, ONTARIO, LICENCE YEAR 1956.....	75
Some Comments on Accident Statistics.....	76

### HIGHWAY SAFETY BRANCH

#### Vehicle Accident Statistics Division

37. NATURE OF ACCIDENTS, ONTARIO, 1945–1959.....	79
38. ALL ACCIDENTS, BY MONTHS, ONTARIO, 1958 AND 1959.....	79
39. FATAL ACCIDENTS, BY MONTHS, ONTARIO, 1958 AND 1959.....	81
40. ACCIDENTS, BY NATURE AND MONTH OF OCCURRENCE, ONTARIO, 1959.....	81
41. ALL ACCIDENTS AND FATAL ACCIDENTS, BY PLACE OF OCCURRENCE, ONTARIO, 1959.....	82
42. ALL ACCIDENTS, BY TYPE OF COLLISION, ONTARIO, 1958 AND 1959.....	82
43. FATAL ACCIDENTS, BY TYPE OF COLLISION, ONTARIO, 1958 AND 1959.....	83
44. DRIVERS IN ACCIDENTS AND ALL LICENSED DRIVERS, BY AGE, ONTARIO, 1958 AND 1959.....	83
45. DRIVERS IN FATAL ACCIDENTS, BY AGE, ONTARIO, 1958 AND 1959.....	84
46. PERSONS KILLED OR INJURED IN ROAD ACCIDENTS, ONTARIO, 1945–1959.....	84
47. PERSONS KILLED OR INJURED, BY AGE, ONTARIO, 1958 AND 1959.....	85
48. PERSONS INJURED, BY CLASS AND AGE, ONTARIO, 1959.....	85
49. PERSONS KILLED, BY CLASS AND AGE, ONTARIO, 1959.....	86
50. SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENT STATISTICS, ONTARIO, 1959.....	opp. 86

## INTRODUCTION

It is the administrative responsibility of the Department to deal with all matters relating to the movement of motor vehicles in Ontario. The necessary authority is provided by various transport statutes, of which the most important is the Highway Traffic Act. The general intent of this legislation is that the public as a whole shall derive maximum benefit from its use of Provincial highways. The work of the Department comprises mainly the licensing of drivers and driving instructors; the issue of permits for motor vehicles and trailers; the inspection of trucks, trailers, buses and garages; the regulation of for-hire motor vehicles operated outside urban limits; transport research; and the control of traffic.

The importance of the Department's role is shown by the vital contribution now being made by motor vehicles to the economic prosperity of Ontario and the well-being of its people. On June 1, 1959, the population of this vast Province numbered only 5,952,000, yet it had at its disposal no fewer than 1,975,800 motor vehicles — one for every three persons. This total included 1,574,900 passenger cars, 311,300 trucks or tractors, and 5,200 buses. In addition, a large number of automobiles and commercial vehicles from other jurisdictions brought trade to the Province, including 5½ million from the United States. The total mileage travelled by all these vehicles during the year is estimated at more than 18,000 million miles. Cargoes carried by Ontario-registered trucks and combinations alone weighed about 200 million tons, while buses transported some 208 million passengers. Impressive though these figures are, experience over the past decade indicates that most of them will soon be far exceeded.

The Department realizes clearly that the optimum use of Provincial highways can be achieved only through a concerted effort by all sections of the community — by the various levels of government, private agencies and persons with special interests in road transport, and the general public. With this in mind, it interprets its control function in a positive, constructive fashion, placing the chief emphasis on persuasion and the encouragement of co-operation.

The results achieved depend to a considerable extent upon the valuable assistance received from other departments of the Ontario Government: in particular, from the Departments of Highways, Attorney-General, Education, and more recently — in regard to its northern operations — from the Department of Lands and Forests. Ready co-operation given by the municipalities is proving a deciding factor in efforts to ensure the freer, safer movement of traffic over local roads and streets. Information and opinions supplied by many non-government agencies aid the solution of a wide variety of problems, ranging from highway safety to for-hire carrier operations. Lastly, it would be hard to overvalue the encouraging support received from motor vehicle users, including the great majority of passenger car operators, who carefully observe traffic rules and other regulations.

Sound public relations are of particular importance to the Department, inasmuch as its policies and actions affect almost every inhabitant of the

Province. For this reason, no effort is spared to keep the public constantly informed of what the Department is doing and why. It is fitting at this point to pay tribute to the indispensable help given by the press, and radio and television stations.

Details of the progress achieved by the Department during the year are given later in this report, under the different Branches. In most instances, however, the performance of a given function is shared among several Branches. Therefore, the main phases of the Department's work — including new developments of special significance — can be most clearly reviewed under certain main headings. These are: licensing, taxation, the control of extra-urban for-hire carriers, traffic and pedestrian safety, financial protection and indemnity.

### **Licensing**

If the term "licences" is interpreted broadly to include permits for motor vehicles and trailers, it must be said that the licensing function is fundamental to all the Department's operations. Without this means of identifying drivers and vehicles, there could be no control over the use of motor vehicles.

*Motor Vehicle Licence Branch* — The great majority of licences and permits are issued by this Branch. The extent of its work may be gauged from the more than 5½ million documents which it issued during the year. These included: operators', chauffeurs' and garage licences; permits for all types of motor vehicle and trailer, for automobile and motorcycle dealers, and for vehicles transferred or in transit. Where licences or permits were lost or destroyed, duplicates were supplied. Special permits were issued, authorizing and controlling the movement of overweight and oversize loads which could not be subdivided.

*Mechanization Division* — To provide an improved service to the public, a study is now being made of the best method of issuing drivers' licences with the aid of machines. When sufficient experience has been obtained, the extension of mechanization to the issue of motor vehicle and trailer permits will be considered.

*Enforcement Branch* — As the basis of its control over for-hire carrier operations outside municipal limits, the Branch issues operating authorities and vehicle licences for some 41,000 trucks, tractors, trailers, and buses (including school buses).

### **Taxation**

The actions of the Department in this area are important from two points of view: the amount of revenue obtained and its effect upon the carriage of passengers and freight by road, as distinct from other forms of transport.

*Accounts Branch* — Net receipts in the fiscal year 1958–1959 totalled \$56.9 million. Of this, \$3.6 million was used to cover the cost of the various services provided by the Department. The balance, amounting to \$53.3 million, supplied a substantial part of the total funds required to construct and maintain Provincial highways, and subsidize municipal roads and streets.

*Research Branch* — The Department has a well-developed research programme, one of whose main objects is to ensure that motor vehicle tax revenue

is fairly apportioned among the different classes of highway user. The investigation of transport problems, including motor vehicle taxation, has now been carried on for two and a half years. Many valuable studies have been produced to assist policy decisions regarding the amount of revenue needed to carry out highway construction and maintenance, pay municipal road subsidies, and finance the operations of the Department. Every proposal for a change in taxation is accompanied by a research report explaining the economic factors involved.

The opening of the Trans-Canada Highway, whose construction is now well advanced, will provide the physical conditions necessary for the profitable interchange of persons and goods by road between the different regions of Canada. At present, however, most trucks and buses engaged in interprovincial transport pay the registration fees in each province through which they pass. The Department, through its membership in the Canadian Motor Vehicle Association (of provincial officials), is working towards uniformity in signs, laws, and a form of reciprocity.

### **The Control of Extra-Urban For-Hire Carriers**

Control is exercised over the carriage of persons or goods for compensation beyond the limits of one urban municipality. Its object is to ensure that consumers are provided with efficient public transport over intercity highways and in rural areas. There are important subsidiary benefits, such as stability for firms in the industry and—through the use of sound equipment—increased safety for highway users in general.

The manner in which control is exercised is as follows:

*Ontario Highway Transport Board*—The Board hears applications for authority to conduct the services in question and considers any objections raised by operators of competing services. Where believed to be in the public interest, a certificate of public necessity and convenience is issued.

*Enforcement Branch*—If the certificate is approved by the Minister of Transport, the corresponding operating and vehicle licences are issued by the Enforcement Branch. The operating licence specifies the route or routes over which the service is to be conducted and (in the case of trucks) the commodities which may be transported. Each vehicle licence authorizes the use of a particular vehicle for the service specified. The conditions attached to operating licences are enforced throughout the Province by inspectors of the Branch.

### **Traffic and Pedestrian Safety**

The Department's efforts in this field are aimed at improving driver and pedestrian behaviour, the mechanical condition of motor vehicles, and traffic signs and signals in municipal areas.

*Highway Safety Branch*—The Branch plays a vital part in the Department's many-sided attack upon the problem of road casualties.

Perhaps the most important single event in its programme is the organization of the annual Road Safety Workshop, begun in 1958. The objects of the latter are to examine all aspects of traffic safety and maximize public support for the campaign to reduce accidents. The 1959 Workshop was attended by 750 delegates. Since they represented every facet of community life, the



beneficial effects of their discussions will be felt far and wide throughout the Province.

An active part is taken in several other conferences, of which the chief are the Canadian Highway Safety and Farm Safety Conferences.

At appropriate times of the year, the Branch conducts a number of special campaigns, emphasizing aspects of the safety problem which are of particular importance at those times. An example is the child safety campaign launched at the beginning of the school-year in September.

Particularly productive is the work of local safety promotion officers, who enlist the support of regional organizations in impressing the need for traffic safety upon motorists and pedestrians alike. For this purpose, officers in the four regions of Ontario use every known communication medium. They promote the formation and efficient operation of local safety councils and school safety patrols.

The important part which can be played by women — both directly, as drivers and pedestrians, and indirectly, through their influence in the home — is recognized by the work of the women's safety division. The aim of the latter is to encourage women of all classes to take an active interest in the safety problem.

Underpinning all other activities is the general publicity programme. This comprises planned advertisements in daily and weekly newspapers, the delivery of talks and films to radio and television stations, and the supply of safety material to interested agencies.

The collection and tabulation of statistics relating to motor vehicle accidents occurring in the Province is another function of the Branch.

*Driver Control Branch* — Until 1959, the main safety activity of the Branch was the examination of applicants for drivers' licences. During the year, however, this function was extended in two new directions: the examination and licensing of driving instructors, and the demerit point system.

Efforts to ensure that applicants for drivers' licences are efficiently tested in accordance with a uniform standard comprise: training courses for Departmental examiners, replacement of the fee-examiner system by proper testing equipment operated by officials of the Department, the use of travelling examiners in sparsely populated areas, and the opening of new driver examination centres. During 1959, new centres were opened in the Lakehead Cities and Toronto. The latter is one of the most modern of its kind on the Continent. The cumulative effects of these improvements in inducing learner-drivers to obtain more thorough instruction and practice is shown by the reduced percentage of failures at first examinations held in 1959, as compared with the previous year.

To ensure that proper instruction is provided by driving schools, the licensing of commercial driving instructors was introduced on July 1. To obtain a licence, an instructor must be of sound health and character, attend an instruction course, and pass rigorous tests of his driving, knowledge of traffic rules, and teaching ability.

On April 1, the driver demerit point system was introduced. It forms a vital part of the Department's overall programme of highway safety. In



keeping with the basic policy of the Department, its aim is to improve rather than punish. The system recognizes that safe driving depends more on attitude than skill. For this reason, suspension is used only as a last resort. It is preceded first by a warning letter and then by an official interview: the object of both is to persuade persons convicted of driving offences to improve their conduct and avoid the ultimate penalty of licence suspension.

*Enforcement Branch* — The mechanical condition of motor vehicles is clearly a factor of some importance in the accident situation. In this connection, the opening on October 5 of the Motor Vehicle Inspection Centre at Falstaff Avenue, Toronto, was an event of special significance. For the first time in the Province, vehicles of all types can be submitted to a thorough, impartial examination without charge. The voluntary use being made of the Centre by operators is most encouraging.

One of the most important ends achieved through the extensive weighing programme carried out by the Branch is the detection of dangerous overloads. During the year, nearly 900,000 trucks and combinations were weighed, either at permanent weigh stations or with portable scales. Almost 6,000 convictions for excess loads were obtained.

Recognition of the need for safe school buses takes two forms. No vehicle licence is issued for a school bus, unless a certificate signed by a licensed mechanic stating that it is in sound condition, is presented. In addition, district inspectors of the Branch regularly examine, and report upon, the mechanical condition of all school buses operating in their areas.

*Traffic Engineering Branch* — While the promotion of road safety is not the sole task of the Branch — another being the freer movement of traffic — it is none the less one of its most important objectives. This will be attained through the standardization of traffic control and by-laws throughout the Province. To this end, and in close co-operation with the municipalities, the Branch is carrying out an intensive programme of research into municipal traffic problems, the results of which are being made freely available for local use.

### **Financial Protection and Indemnity**

The Department renders the general public two important services, under the authority of the Highway Traffic Act.

The first is of a mainly protective nature. It comprises suspension of the driver's licence and motor vehicle permit of every person found to be not "financially responsible". This means that he cannot prove he will be able to pay accident judgments which may be awarded against him in the future. Non-insured drivers or owners in this category are those who have failed to pay judgments, have been convicted of certain driving offences, or both. In those cases where judgments have not been paid, there is a further reason for suspension: to induce defaulters to make adequate arrangements for settlement.

The second service is provided through payments from the Unsatisfied Judgment Fund to persons who have suffered financial loss caused by an uninsured car owner or driver, and have been unable to obtain payment of the claims awarded them. Since the beginning of 1958, several improvements have been made, which have greatly increased the assistance given to innocent victims of traffic accidents. On January 1 of that year, the maximum payments

which can be made from the Fund were doubled to \$10,000, \$20,000 and \$2,000, for death or injury to one person, two or more persons, or property damage respectively. In the following May, the procedure for applying to the Fund was streamlined to such an extent that, on the average, cheques are received by applicants only 21 days after their letters have reached the Department. This has had the further benefit of eliminating heavy court costs, which were formerly a drain upon the Fund's resources.

---

In every branch of the Department, special efforts are being made to improve service to the public and reduce unit costs of operation. Long-established legislation and practices are being re-examined and improved, and — where desirable — replaced. A comprehensive programme of staff training is in progress. Research into all kinds of transport problems is being intensified, as witnessed by the entry of the Research Branch into new fields requiring the application of engineering-physics. An increasingly active part is being taken by the Department in the conferences and studies of the Canadian Motor Vehicle Association, formed in September 1959 and composed of provincial transport authorities throughout Canada.

Given the goodwill and co-operation of all sections of highway users, the wide-ranging programme of improvement upon which the Department is now embarked cannot fail to provide still greater convenience and safety for the general public, aid the smoother flow of commerce and stimulate the economic progress of the Province.

---

---

## **BRANCH AND OTHER REPORTS**

---

---



The Driver Examination and Vehicle Inspection Centre at 262 Falstaff Avenue, Toronto 15.  
Opened by the Department of Transport on October 5, 1959.

## ACCOUNTS BRANCH

Exclusive of the Unsatisfied Judgment Fund, both receipts and disbursements during the fiscal year 1958-1959 were higher than in the previous year. After all payments were made, a balance of more than \$53¼ million remained, which was 7% greater than in 1957-1958.

The two major sources of revenue, which together accounted for some three-quarters of the total, were the registration fees obtained from passenger cars (41%) and commercial vehicles including buses (35%).

Over the decade April 1, 1949 to March 31, 1959, net cash receipts (excluding the Unsatisfied Judgment Fund and the Ontario Highway Transport Board) rose by 226%. Included in this overall change were the following increases in the revenue from registration fees: passenger cars, 256%, and commercial vehicles (including buses), 181%. Receipts from public commercial vehicle licences rose by 373%.

### FINANCIAL REPORT FOR THE FISCAL YEAR ENDING MARCH 31, 1959

The following summarizes the results of operations for the year, exclusive of the Unsatisfied Judgment Fund:

Net Cash Receipts.....	\$56,892,871.83
Cash Disbursements.....	3,604,217.24
	<hr/>
Excess of Receipts over Disbursements.....	\$53,288,654.59
	<hr/> <hr/>

#### Unsatisfied Judgment Fund—R.S.O. 1950, Chap. 167, Part XIV

Balance at credit of fund, March 31, 1958.....	\$ 2,675,152.23
Receipts:	
Fees on issue or renewal of chauffeurs' or operators' licences.....	\$ 2,214,538.00
Fees paid by uninsured owners on issue or transfer of a motor vehicle permit.....	1,443,400.00
Recoveries of judgments.....	214,565.88
	<hr/>
	3,872,503.88
	<hr/>
	\$ 6,547,656.11
Payments:	
Judgments paid, including costs.....	3,138,402.48
	<hr/>
Balance at credit of fund, March 31, 1959.....	\$ 3,409,253.63
	<hr/> <hr/>



**NET RECEIPTS AND DISBURSEMENTS**  
**(EXCLUSIVE OF THE UNSAID)**

**NET RECEIPTS**

**Motor Vehicle Licence Branch**

Permits and Licences			
Passenger.....	\$23,288,131.35		
Commercial*.....	20,141,723.91		
Dual Purpose.....	1,260,952.55		
Trailer.....	4,194,677.48		
Motorcycle.....	44,211.75		
Dealers			
Automobile.....	\$80,260.00		
Motorcycle.....	94.50		
		80,354.50	
Operators and Instruction.....	1,632,834.60		
Chauffeurs.....	799,183.90		
In Transits.....	13,988.00		
Garages.....	114,067.50		
			\$51,570,125.54
Fees			
Transfers.....	\$ 818,670.90		
Public Vehicles.....	425,305.07		
Public Commercial Vehicles.....	2,398,780.71		
Duplicate Cards.....	66,946.00		
Searches and Certificates.....	58,275.68		
Lists.....	20,091.36		
Examinations.....	101,116.00		
Miscellaneous.....	2,755.05		
		3,891,940.77	
Fines.....		1,348,865.27	
			\$56,810,931.58

**Ontario Highway Transport Board**

Fees.....	81,940.25
-----------	-----------

Total..... \$56,892,871.83

\* Including buses.

# **FISCAL YEAR ENDING MARCH 31, 1959**

## **EXPENDITURE FUND)**

### **DISBURSEMENTS**

#### **Motor Vehicle Licence Branch**

Salaries.....	\$ 1,675,144.34	
Travelling Expenses.....	119,195.61	
Maintenance.....	436,535.71	
Advertising.....	59,921.81	
Registration Plates and Supplies.....	442,827.00	
Fees, etc.....	79,243.48	
		\$ 2,812,867.95

#### **Main Office**

Salaries.....	\$ 146,746.75	
Travelling Expenses.....	5,861.05	
Maintenance.....	47,598.82	
Unemployment Insurance.....	5,181.81	
Contingencies.....		
Fees and Expenses, Special Studies and Research.....	6,797.90	
	\$ 212,186.33	
Minister.....	9,249.96	
		221,436.29

#### **Highway Safety Branch**

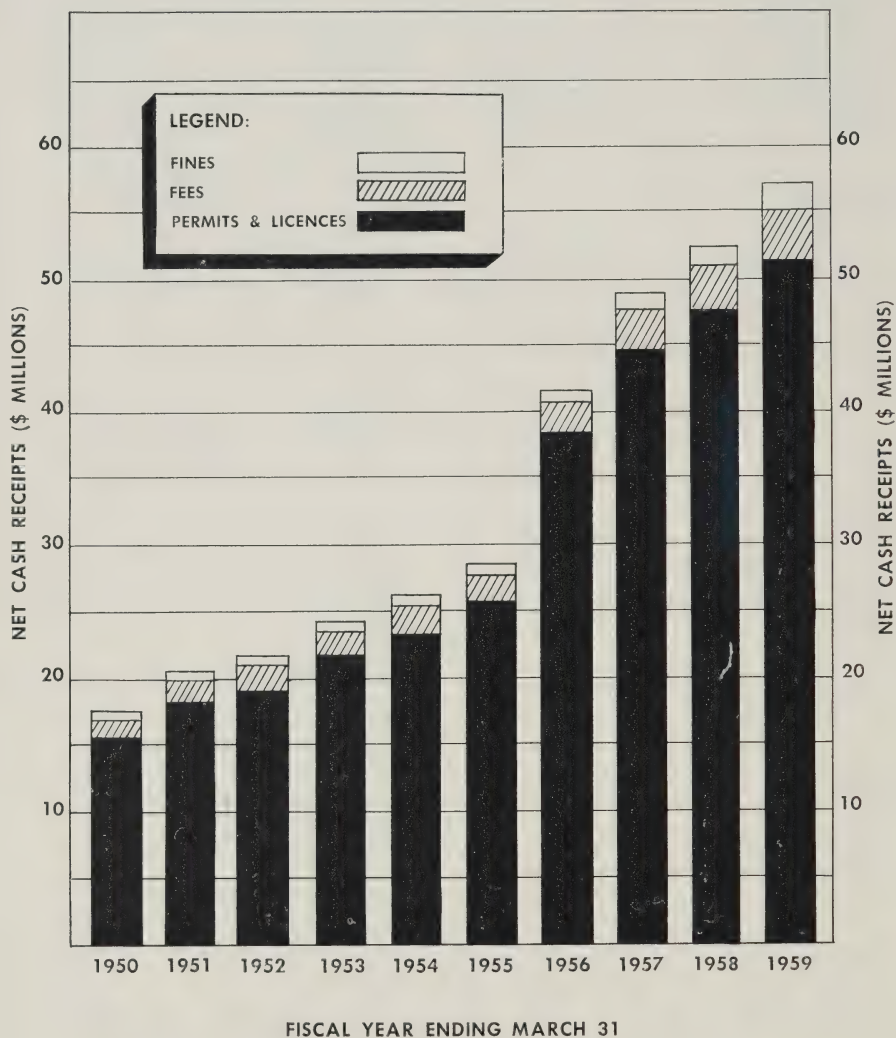
Salaries.....	\$ 54,830.29	
Travelling Expenses.....	9,131.88	
Maintenance.....	39,983.36	
Highway Safety Publicity.....	348,821.38	
Grants:		
Ontario Traffic Conference.....	1,000.00	
Ontario Safety League.....	15,000.00	
Canadian Highway Safety Conference.....	8,000.00	
		476,766.91

#### **Ontario Highway Transport Board**

Salaries.....	\$ 82,130.26	
Travelling Expenses.....	1,881.90	
Maintenance.....	9,133.93	
		93,146.09

Total disbursements.....	\$ 3,604,217.24
Excess of net receipts over disbursements.....	53,288,654.59
Total.....	<u>\$56,892,871.83</u>

**NET CASH RECEIPTS \***  
**FOR THE 10 FISCAL YEARS ENDING MARCH 31, 1950 - 1959**



\* Exclusive of the Unsatisfied Judgment Fund and the Ontario Highway Transport Board.

**NET CASH RECEIPTS\***  
**FOR THE 10 FISCAL YEARS ENDING MARCH 31, 1950-1959**

	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959
<b>Permits and Licences</b>										
Passenger	6,548,770	7,878,708	8,014,497	9,592,550	10,179,069	11,240,597	17,348,216	19,909,408	21,705,348	23,288,131
Commercial	7,167,863	8,020,680	8,481,736	9,583,011	9,885,712	10,715,358	15,587,871	18,317,463	18,870,367	20,141,724
Dual Purpose	36,407	73,524	81,524	114,136	166,133	215,916	453,202	663,558	959,322	1,260,953
Trailer	665,687	881,094	965,054	1,353,882	1,490,982	1,723,241	2,443,725	3,582,478	3,429,499	4,194,677
Motorcycle	16,030	25,701	22,443	24,716	22,314	21,418	24,851	31,123	32,256	44,212
Dealers - Automobile	41,001	44,679	44,649	51,776	49,452	49,427	72,461	77,172	75,269	80,260
Motorcycle	77	66	42	51	57	48	66	40	51	94
Operators and Instruction	832,828	932,078	956,380	1,081,544	1,105,478	1,184,112	1,270,563	1,365,984	1,615,507	1,632,835
Chauffeurs	518,865	557,176	579,568	638,109	648,991	684,761	717,625	754,088	783,594	799,184
In Transits	6,069	13,865	7,214	8,870	7,016	5,139	10,060	11,962	13,117	13,988
Garages	79,926	83,678	84,964	95,421	95,227	98,821	99,927	106,935	106,808	114,068
TOTAL	15,913,523	18,511,249	19,238,071	22,544,066	23,650,431	25,938,838	38,028,567	44,820,211	47,591,138	51,570,126
<b>Fees</b>										
Transfers	240,196	286,754	300,571	350,457	363,686	371,456	415,696	453,160	891,241	818,671
Public Vehicles	532,712	546,863	537,782	539,971	514,079	436,016	424,928	427,202	432,268	425,305
Public Commercial Vehicles	507,043	653,827	768,573	935,729	1,192,957	1,390,222	1,488,844	1,934,216	2,193,495	2,398,781
Duplicate Cards	19,226	21,189	23,696	25,997	28,571	30,505	32,503	43,644	68,236	66,946
Searches and Certificates	7,319	6,641	8,262	9,748	9,709	13,009	19,052	22,610	45,332	58,276
Lists	9,711	11,015	12,195	19,229	7,065	15,134	20,915	16,432	15,498	20,091
Examinations	30,838	37,044	40,196	41,508	47,104	50,402	50,998	49,016	63,189	101,116
Miscellaneous	6,347	4,451	4,287	12,302	6,141	970	2,259	29,900	.....	2,755
TOTAL	1,353,392	1,567,784	1,695,562	1,934,941	2,169,312	2,307,714	2,455,195	2,976,180	3,709,259	3,891,941
<b>Fines</b>										
Breaches of Acts†	156,549	251,662	288,570	360,609	363,237	465,782	822,410	1,304,715	1,262,092	1,348,865
GRAND TOTAL	17,423,464	20,330,695	21,222,203	24,839,616	26,182,980	28,712,334	41,306,172	49,101,106	52,562,489	56,810,932

\* Exclusive of the Unsatisfied Judgement Fund and the Ontario Highway Transport Board.

† Highway Traffic Act, Public Commercial Vehicles Act, Public Vehicles Act and Motor Vehicle Transport Act (Canada).

## PERSONNEL BRANCH

The year was one of continued development of Departmental activities, particularly in driver improvement, highway safety promotion and inspection services. The Personnel Branch was involved in recruiting and training full-time staff as replacements, or new staff where required. An intensive programme of development of qualified personnel was continued.

**Recruitment**—The quality of service that a department can make available to the public is determined largely by the competence of its staff. Proper recruitment procedures therefore, to ensure that well qualified personnel are employed, are essential to a smoothly operating department.

The Department of Transport has been fortunate in the quality of applicants that have approached it for employment, who were able to pass the thorough screening and testing carried out in the Personnel Branch. Twenty-six probationary inspectors and thirty-five probationary examiners were added to staff in the last year. Short-term clerical staff for peak work periods were recruited to maintain service. It is appropriate, at this time, to acknowledge the fine professional assistance of the Department of Health medical officers in the Health Centre, who conduct medical examinations for new recruits as examiners or inspectors. The recruitment conducted by trained personnel is further strengthened by a complete training programme outlined later in the report.

**Organization Structure**—The development of the Department has required adjustments in our organization planning in order to separate functions and place them under responsible Branch Heads. Most of the changes were made in 1958, but further adjustments at the Division level were made in 1959. *A chart of the organization of the Department is shown opposite.* The functions of the Department now fall upon logical organizational lines. In order to maintain close liaison among the various branches in spite of physical separation, regular staff conferences are held by the Deputy Minister. The physical separation of premises does place a handicap upon the smooth flow of work in a department and the availability of records at a moment's notice. Should the opportunity present itself to concentrate the staff at one location, even greater efficiency of operation can be anticipated.

The annual salary increases of April 1, 1959, and again the special increases of October 1, 1959, were effected on the basis of good job performance. Deserving personnel who showed capacity to assume greater responsibility were promoted and 176 persons were accordingly up-graded.

In the field of employee relations, a considerable amount of time was spent by Branch staff in discussing problems with supervisors. Assistance and direction were given on decisions regarding performance, relationship with others on the job, re-assignment of different duties, disciplinary action, etc. A co-operative atmosphere continued between the Branch and employee organizations: the Departmental Council and the Civil Service Association. The Council has completed its first year of activity with gratifying results.







Last year, an employee appraisal method was developed and tested. Results have been encouraging and after being further validated, it will in time be absorbed as an integral part of our programme. Great care has to be taken in the thorough training of supervisors in proper use of the appraisal method.

**Supervisory Personnel**—There is one continuing problem which creates some concern and is caused by the scarcity of experienced, trained personnel able to assume senior supervisory responsibilities. The Department, when it was first formed, had the vision to recruit a number of intermediate level clerks with previous experience in government administration and place them on a training programme. Without exception, they have gained the confidence of the Department and are now serving in supervisory posts up to and including that of Division Head. On-the-job training and supervisor development courses are proving their worth in broadening the understanding and confidence of selected officers.

One serious problem remains concerning inadequate office space in the Licensing and Enforcement Branches, as well as sub-divisions of some of the other branches. This adversely affects efficiency and morale. The problem is made more acute by the location of some of the offices in Toronto, where there is a lack of adequate parking facilities for the public.

Driver examination centres and weigh scales were operated with excellent results throughout the Province. Good accommodation has been obtained in every instance, resulting in a favourable response from the public in these areas. With over two million drivers and almost as many motor vehicle owners in the Province, the Department has daily contact with a broad cross-section of the citizens of Ontario. It is important, therefore, that accurate and complete information, with good service, be provided to the general public. Efficiency, coupled with high morale, is the aim of the administration, and the Personnel Branch will continue to make every effort to see that this is accomplished.

**Training and Development**—Employee development requires training, counselling and self-improvement. By far the most important is the individual effort by the employee to prepare himself for his daily work and for increasing responsibilities. This self-improvement is encouraged by the procedure of conducting conferences, so that work may be discussed and procedures improved. Greater knowledge is the aim of every person who wishes to improve his position in an organization. Accordingly, the Department has stressed a training and development programme under a Director of Training in order to ensure that members of the staff are familiar with the job expected of them and that efficiency and good public relations are maintained.

During the past year, approximately 510 hours of instructional work were given to the various groups by members of the Department and by qualified persons from outside. The time spent at these formal sessions by conferees, students, etc. represented approximately 8,500 student hours.

**Work Improvement**—We have concentrated on development at the recruitment and first-line supervisory levels. Since work at these levels is, in major part, routine and repetitive, we have used on-the-job training — supplemented by courses of instruction — which has helped to develop good supervisors. They, in turn, instruct subordinate personnel. In this way, we have established

effective, on-the-job training of probationary examiners, inspectors and clerical employees.

This year, we have continued to use a rotation development policy whereby persons considered to be potential supervisors were rotated for training and experience through various branches of the Department. After instruction courses in each branch or division, the employees were assigned tasks based on their instruction. The first group, consisting of 12 employees, spent 28 days while being rotated in three separate groups through three of the larger branches of the Department. This was concluded by conferences with senior officers of the three branches concerned. This first venture was so successful that the Department plans to continue this type of on-the-job development.

In an effort to improve intra-departmental communications, 32 of the senior officers of the Department attended two-day conferences on communications at our Port Credit Centre. Three persons from outside the Department, as well as departmental officers, led the various sessions. The subjects included report and letter writing, managing meetings, meeting and conference planning, public speaking and policy statements. Progress has been evident since these conferences and plans are now being made for much more detailed consideration of the subjects discussed.

The study of communications invariably leads to consideration of methods. During the past year a committee of Departmental officers considered the most effective means of studying and improving work methods. Its report is presently under consideration.

One result of on-the-job and other development efforts is the stimulating of individuals to seek means of self-improvements. Assistance is given them in the form of suitable books of instruction, available in the Department's library.

The Department also encourages its members to participate in extension courses given by the University of Toronto, the Ryerson Institute of Technology and other recognized educational institutions, by paying two-thirds of the cost of the course if the subject is related to the work of the Department. This is in accordance with the request of the Civil Service Commission that such encouragement be given.

**Future Developments**—With the public interest in highway safety, the Department has been able to recruit new employees of high calibre who are receptive to instruction and counsel. This will have a distinct bearing on the Department's development and its employees' morale. The Department must recruit a number of persons who are potential supervisors. It appears inevitable that development programmes and standards must improve with the greater complexity of problems facing the administrator.

The Department is indebted to those who have assisted in its formal training sessions. Mr George P. Hillmer and Mr Arthur Klarman from the Ontario Department of Education have acted as conference leaders on written communications and public speaking courses. We were assisted by the Rev. W. P. Jenkins, First Unitarian Church; Mr R. Beamish, Assistant to the President of Maclean-Hunter Limited; Mr W. S. MacDonnell, Executive Officer, Ontario Water Resources Commission; and Mr E. J. Wylie, R.O., all of whom have given generously of their professional services.

## MOTOR VEHICLE LICENCE BRANCH

The task of issuing licences and permits controlling the use of motor vehicles is divided between the Licence and Enforcement Branches. The issuing duties of the latter are confined to those special licences which are required for the operation of some 41,000 public commercial vehicles and public vehicles. The Licence Branch issues annually a total of more than 5½ million documents, including permits for some 2.1 million motor vehicles and trailers, and licences for over 2¼ million drivers.

The estimated numbers of licences and permits issued during 1959, as well as actual figures for previous years, are given in the Appendix. Drivers' licences totalled 2,271,600, an increase of 4.4% over 1958. This total included 1,420,100 operators' and 851,500 chauffeurs' licences. The number of motor vehicle permits issued (1,975,800) was 5.7% greater than in the previous year, while the corresponding figure for trailer permits was 132,800, an increase of 10.7%. Three-quarters of these trailers, however, had a registered gross weight of not more than one ton. Between 1958 and 1959, passenger cars licensed rose by 5.6% to 1,574,900; trucks and tractors increased by 2.6% to 311,300.

Another of the duties of the Branch is the issue of special permits, required for the movement of overweight and oversize loads. Applications for these permits are carefully examined and the conditions governing their use strictly enforced, in order to preserve highways and bridges and protect the general public. During the 1959 calendar year, 13,786 such permits were issued.

Contained in the Appendix is a new classification of commercial motor vehicle and trailer registrations in Ontario for 1956, carried out by the Research Branch. Similar analyses for 1957 and 1958 will be published shortly.

## MECHANIZATION DIVISION

The Division is the planning centre for the introduction of modern data processing equipment into various phases of the Department's operations.

The first objective is to create an efficient, centralized system of issuing the more than two million drivers' licences now purchased annually in Ontario. This will provide an improved service to motorists and enable driver improvement policies to be based on more accurate data.

During 1959, studies to determine the type of installation which will most effectively meet the needs of the Department were continued. The degree of care required in planning may be gauged from the fact that the conversion of driver licence issue alone from manual to mechanized methods will be the largest operation of its kind yet carried out in Canada. Careful consideration is therefore being given to the types of data processing machine, other equipment, office space and personnel which will be required to operate the system.



Several methods which could be used for the cycle issue of drivers' licences, valid for periods longer than one year, have been evolved. These are being tested on a sample basis and the method which will spread the licensing workload most evenly over the cycle period chosen, will be adopted.

To enable drivers' records to be more rapidly traced — an important requirement for the control of driver behaviour — phonetic codes have been devised whereby a permanent reference number for each licensed driver can be derived from his Christian name, surname and date of birth. These alternative codes are being tested against the present drivers' licence file and from them a selection will be made. The advantage of the permanent reference number is that it will provide positive identification of each driver for all record-keeping activities within the Department and ensure that only authorized persons are in possession of driving licences.

## **TRAFFIC ENGINEERING BRANCH**

The main objective of the Branch is the standardization of traffic control devices and by-laws throughout the Province. This will lead to the freer movement of traffic, greater convenience for motorists and increased road safety. To this end, technical aid and advice are given to the municipalities.

As knowledge of the facilities offered by the Branch became more widespread during 1959, fuller advantage was taken of them. Visits were paid to 60 municipal councils, for the purpose of discussing local traffic problems. Following these talks, 22 major studies, designs and reports were produced and forwarded for use by the municipalities. In 125 other cases, aid was given in regard to operational methods, including speed limits, designs for minor intersections, and traffic control signals.

Municipalities are required to submit proposed traffic by-laws to the Department for approval, to ensure uniformity of traffic control throughout the Province. A total of 1,012 such by-laws was dealt with during the calendar year 1959, an increase of 41 over 1958.

The Department's approval, and the necessary Orders-in-Council, were obtained for 170 changes in speed limits on King's Highways. This was a continuation of the effort to set reasonable speed limits for these highways. Notable was the introduction of 60-mile-per-hour zones not merely on four-lane divided highways, but also on certain other highways.

The Branch participated in, or organized, panel discussions on traffic control operations at meetings held by various safety and engineering associations.

## ENFORCEMENT BRANCH

The increased volume of work accomplished during the year resulted from the further growth of the motor transport industry and from an intensification of the control exercised by the Branch over commercial motor vehicle movements. Two special features of the year's programme were the opening of the motor vehicle inspection centre in North Toronto and the introduction of more rigorous garage inspection.

The chief functions of the Branch are the issue of operating and vehicle licences for commercial motor vehicles and trailers which are to carry for compensation beyond the limits of one urban municipality, and on-the-road inspection of trucks, tractors, trailers and buses (both private and for-hire).

**Licence Issue**—Compared with 1958, there was an increase in the number of operating and vehicle licences of all types issued for public commercial vehicles and public vehicles.

Not taking account of Classes L and X, over the six-year period April 1, 1953 to March 31, 1959 the ratio of vehicles to operating licences rose for all classes of public commercial vehicle. The increase was particularly marked for Classes A, B and C.

**Inspection Programme**—The main inspection duties comprise: firstly, the checking of all types of commercial vehicle to verify that their weights and sizes do not exceed the limits prescribed; secondly, the examination of public commercial vehicles and public vehicles to ensure that they are properly licensed and being operated in accordance with the terms of their licences. For the purpose of inspection, the Branch uses permanent weigh stations, portable scale units and patrols.

The number of vehicles examined in 1959 was 880,162, compared with 677,887 in 1958. Total convictions numbered 8,752, as against 7,805 in the previous year. These included 5,959 convictions for excess gross weight (1958: 5,352) and 2,793 convictions for other types of offence (1958: 2,453).

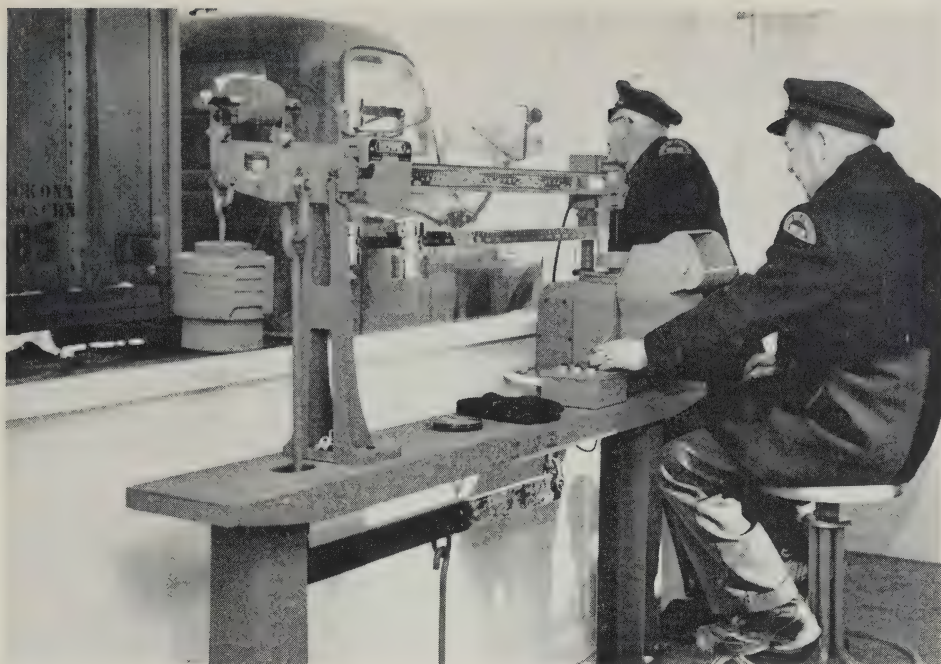
The number of permanent weigh stations operated by the Branch south of North Bay increased during the year from 24 to 25. By arrangement with the Ontario Provincial Police, the operation of weigh scales in the north-western part of the Province will be assumed in 1960, those in the remainder of Northern Ontario at a later date. When the transfer is complete, weigh scales throughout the Province will be operated by Enforcement Branch inspectors. Plans have been prepared by the Department of Highways for the construction of further permanent scales, some of which may be ready for use by the Department of Transport during the coming year.

Because the cost of having permanent weigh stations on all highways in the Province could not be justified, portable scales—which can be moved rapidly from place to place—are used in areas where the former are not located. In 1959, the number of portable sets was increased from three to four, which were used to weigh some 15,000 vehicles. It is proposed to acquire two further sets during 1960.



Safety checks in progress at the new Vehicle Inspection Centre, Toronto.





Permanent weigh station in operation.



One of the many safety checks of school buses carried out by inspectors of the Enforcement Branch.

The system of on-the-road inspection is completed by district inspectors, who patrol the highways and check commercial motor vehicles for violations of the Acts and regulations applicable to them. They examine, and report upon, the mechanical condition of all school buses operating in their areas. In addition, they give general assistance to the motoring public.

On October 5, the Motor Vehicle Inspection Centre was opened at Falstaff Avenue, Toronto, near the junction of Highway 401 and Keele Street. The purpose of the Centre is twofold: to provide inspection facilities which motorists can use on a voluntary basis, and to enable the Department to gain experience of the mechanical condition of motor vehicles operating in Ontario. Two lanes are provided, where vehicles are given a thorough examination in regard to wheel alignment, lights, brakes and 30 other critical parts. Passenger cars form the majority of vehicles inspected, although trucks, trailers and buses are also examined. A non-removable, "Approved" sticker is affixed to the windshield of each vehicle found in satisfactory operating condition, while provision has been made for the re-checking of other vehicles.

It is a responsibility of the Branch to enforce those sections of the Highway Traffic Act which govern the licensing of garages and certain phases of their operation. The purpose of these sections is to ensure that records are kept of all motor vehicles bought and sold by the licensee, restrict the trade in stolen vehicles, and aid detection of any person who has operated a motor vehicle involved in a crime or serious accident. During 1959, almost every commercial garage in the Province was visited by an inspector. Such close scrutiny was not previously possible, owing to insufficient staff.

The increased activities of the Branch and the great area of the Province have made necessary a more decentralized administration. Two regional headquarters were therefore established during the year at Hamilton and London, while other offices in the field are planned for the future.



## LEGAL BRANCH

When the Department was established, provision was made for the formation of a Legal Branch and a senior solicitor was appointed to the Branch in July 1958.

One important aspect of the duties of the Branch is the furnishing of legal advice to senior Departmental officials on the legal limitations under which the administration of the Department may be carried out. The necessity for such advice stems from the administration by the Department of the Highway Traffic Act, the Public Commercial Vehicles Act, the Public Vehicles Act and the Motor Vehicle Transport Act (Canada).

The Unsatisfied Judgment Fund, although contained in the Highway Traffic Act, is a matter of particular importance to the Department and this Branch is intimately concerned with the problems arising from administration of the Fund.

The operation of the Enforcement Branch is closely associated with the Legal Branch, with particular respect to prosecutions under the above-mentioned statutes.

This Branch is also responsible for the drafting of regulations under the statutes administered by the Department. The most important of these regulations are those connected with the demerit point system, driving instructors and speed limit increases on King's Highways.

One of the most important duties of the Branch is the preparation of new and amending legislation in relation to the statutes administered by the Department.

## DRIVER CONTROL BRANCH

Of the main factors that contribute to the occurrence of road accidents — the vehicle, the highway and the driver — it is generally recognized that the driver is the most important. To this strategic point — the individual driver and his behaviour behind the wheel — the work of the Driver Control Branch is directed.

The methods used by the Branch to improve driving include in particular the examination programme, the point system, financial responsibility requirements and licence suspension. They are applied by the Driver Improvement and Financial Responsibility Divisions, aided by the Services Division. In certain cases, advice is given by the Medical Board.

### **Driver Improvement Division**

**Driver Examinations—**The examination of applicants for drivers' licences, and the re-examination of those showing physical deterioration or proneness to accidents, are fundamental to the promotion of safe driving.

In 1955, a programme was begun to replace the fee-examiner system by proper testing facilities, operated by trained examiners in uniform. Continued progress was made during 1959 and it is expected that by the end of 1960 nearly all areas of the Province will benefit from the new examination procedure. Higher standards of driving knowledge and skill will then be needed to qualify for a licence.

The present driving examination calls for a road test, plus a written test of the candidate's understanding of traffic rules, signs and signals. In addition, he must pass an eye examination.

During 1959, a number of steps were taken to increase efficiency and improve service to the public. The following are examples.

The standard form used to measure the applicant's knowledge and driving ability was made simpler and more accurate. Examiners were given special instruction in its use.

With the aid of the Research Branch, the system of compiling examination statistics was improved and simplified, so that more valid reports can now be prepared with less time and effort.

A survey was made which showed the advantage of written, rather than oral, sign tests. For this purpose, new test forms will be used.

A revised "Driver's Handbook," explaining in simple language the principal requirements of the traffic laws and the rules of safe driving, was issued during the year. It was prepared for both experienced drivers and beginners, and has been widely commended as a useful addition to other publications in this field.

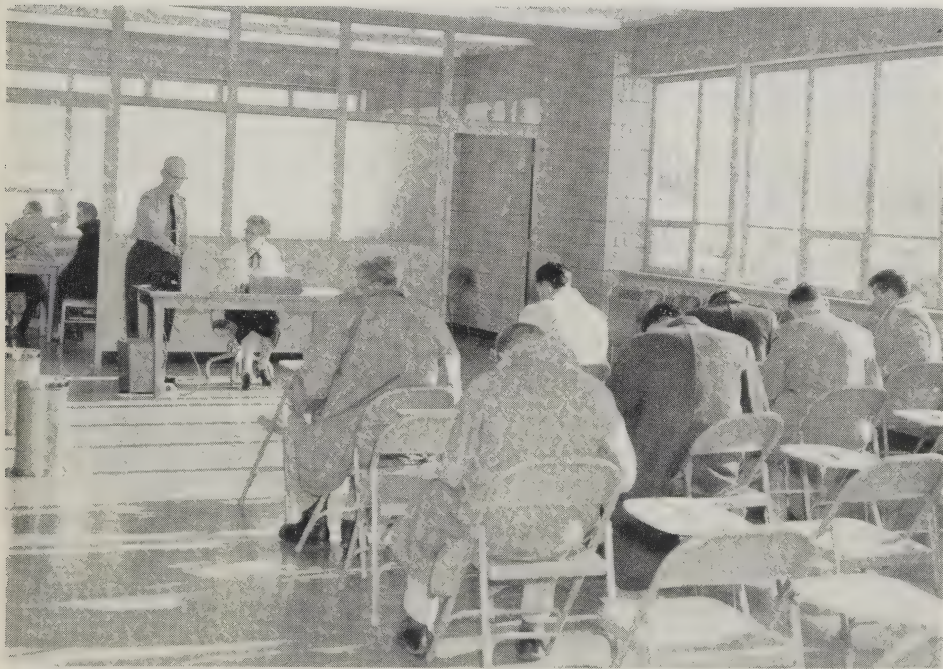
**Driver Examination Centres—**To the centres already in operation in Hamilton, London, Ottawa, Oshawa, Port Credit and Stratford, two more were added during 1959 — one in the Lakehead Cities, to meet the needs of a rapidly

growing population; the other in Metropolitan Toronto. The latter is one of the most modern establishments on the continent. It has a variety of testing features and can accommodate a large number of applicants. For the first time in the Province, provision is made for the off-street testing of licence applicants before they are examined under normal traffic conditions. The off-street test area is provided with signs and signals, lane markings, a turn-about and parallel parking spaces. The examiner is thus enabled to judge the driver's ability under controlled conditions — a result that cannot always be achieved in a test on a road or street.

The Department further extended the influence of its driver improvement programme by setting up examination points serviced by travelling examiners operating from permanent centres. Satisfactory experience with this type of service at Milton in 1958 resulted in similar services being introduced in Carleton Place, Arnprior, Ingersoll, Tillsonburg, St. Thomas and Listowel during 1959.

It is clear that, owing to the widespread use of the tests, any improvements introduced will have noticeable results. Even slight changes affect a large number of potential drivers and for this reason have a strong influence on good driving.

First examinations carried out by the Division during the year numbered 88,195, as compared with 62,510 in 1958. Failures were 32,315 or 36.6% in 1959, as against 29,432 or 47.1% in the preceding year. The reason for candidates' greater success is that they had become aware of the more exacting test standards and came better prepared.



Applicants for drivers' licences taking the written test at the new Driver Examination Centre, Toronto.



**Courses for Examiners**—As a supplement to other efforts to raise driving test standards, four courses for examiners were conducted during 1959. They were designed to increase examiners' knowledge of those physical and emotional factors which affect safe driving, stress the vital importance of good public relations, and familiarize examiners with the work of the Department they represent.

**Licensing Commercial Driving Instructors**—On July 1, 1959, regulations governing the licensing of commercial driving instructors became effective. This was a logical complement to other efforts to raise the general standard of driving tests. Firm control by the Department will ensure greater protection for the public and more stability for firms engaged in driving instruction.

Applicants for licences, having met adequate standards of health and character, were required to attend conferences and undergo tests of driving, knowledge of the rules of the road and understanding of basic instruction methods. The large percentage of learner-drivers failing tests suggested the need for better instruction. As a result, two-day conferences, attended by more than 500 potential instructors, were held at the Universities of Western Ontario, Ottawa and Toronto. The programme included examination of the revised road test and scoring systems now in use, and the study of up-to-date teaching methods. Each applicant was given a copy of "Sportsmanlike Driving," which has been widely accepted in the United States and Canada as a textbook for driver education courses in secondary schools.

Up to the end of December, 588 temporary instructors' licences had been issued, of which 388 were replaced by full licences, renewable annually.

**The Demerit Point System**—One of the most important and widely publicized functions of the Branch is the administration of the point system, which came into effect on April 1, 1959.

Justification for the system is provided by the experience that a driver's ability to participate safely in traffic depends not merely on his technical capacity, but to an even greater extent upon his willingness to observe established laws and rules. Its aim is to detect the unsuccessful driver, encourage him to understand his responsibilities, point out his faults, and stress the consequences of continued bad driving.

The system is operated on the basis of convictions for driving offences reported by the courts. Following the study of factors contributing to accidents, convictions for certain offences — chiefly for violations committed with moving vehicles — have been assigned points in relation to their seriousness. Thus, a conviction for careless driving is allotted five points, while a conviction for unnecessarily slow driving earns two points.

When six points have been acquired, the driver concerned is sent a warning letter informing him that his record has come to the attention of the Department. He is asked to pay increased attention to safe driving, and warned that he will be required to attend an interview if additional convictions raise his total to nine points.

Drivers who accumulate from nine to eleven points must attend personal interviews conducted by trained review officers of the Branch. During these interviews, they are encouraged to discuss their records and every effort is made to persuade them to accept their responsibilities. Should it appear,

however, that they intend to make no effort to improve, they are asked to state cause why their licences should not be suspended.

At the twelve-point level, licences are automatically suspended for a period of three months. This occurred in 89 cases during the first nine months of the point system.

As an incentive to drivers to clear their driving records, two years after the date of each conviction the points awarded for it are deducted.

The overall purpose of the plan is preventive rather than punitive: to improve driving behaviour by hearings and personal interviews, rather than through licence suspension. That the safe driver will have no difficulty in retaining his licence is shown by the fact that on December 31, 1959 almost 95% of Ontario licensed drivers had no points record. Of the remaining 5%, almost nine-tenths had only two or three points.

### **Financial Responsibility Division**

Reports received by the Department show that during 1959 motor vehicle accidents in Ontario — resulting in death, injury, or property damage exceeding \$100 — totalled 81,518. This figure does not include many other accidents, involving property damage of less than \$100, which there was no legal requirement to report. There were also numerous instances where, although no accident occurred, drivers were convicted of serious offences, such as careless driving, speeding, and driving while intoxicated. That many of the non-reportable accidents or cases of bad driving did not have more serious consequences was due merely to chance. Recognition of this fact underlies much of the Division's work.

Details of the efforts made by other branches and divisions to remedy the accident situation are given elsewhere in this report. Their aim is to prevent accidents as such. By contrast, the Financial Responsibility Division concerns itself mainly with preventing or alleviating the financial hardship which results from them.

The Division deals with two sections of the public. The first consists of drivers or owners who cannot prove they are "financially responsible." A financially responsible person is one who can prove — *when required to do so under the Highway Traffic Act* — that he will be able to pay any accident judgment which may be awarded against him in the future. The second group comprises those victims of traffic accidents who cannot collect the damages awarded them by the courts. They are assisted through the Unsatisfied Judgment Fund.

**Financial Responsibility**—Action is taken against the non-insured owner or driver only when he comes to the attention of the Division and is classed as financially irresponsible. He qualifies for action through being unable to pay a judgment against him, through being convicted of certain driving offences, or both. In every case, the driving licence and motor vehicle permit of the person concerned are suspended until he proves he has acquired the necessary insurance. The aim is preventive: to keep off the road drivers whose lack of insurance has already caused financial hardship to others, or whose bad driving (coupled with the absence of insurance) indicates they may cause such hardship in the future. Where the driver or owner has not paid a judgment awarded



against him, suspension is applied for another, corrective purpose: to induce him to make a satisfactory arrangement for settlement.

Among drivers required to show proof of financial responsibility are those who have been involved in motor vehicle accidents and convicted of minor traffic violations. However, a driver in the latter group is relieved of the requirement, provided he can prove that his vehicle was insured at the time of the accident. The benefits, if he can do so, are that his driving licence and motor vehicle permit are not suspended pending the filing of proof of financial responsibility, and that he avoids heavier insurance costs. There was a further increase during 1959 in the proportion of drivers who obtained these benefits.

Of the total number of persons required to provide evidence of financial responsibility, an estimated 43% were able to do so.

A person obliged to file proof of financial responsibility can after two years apply for release from this requirement. If his driver's licence and motor vehicle permit are still under suspension, they can be restored. In the past, no action was taken by the Division until the individual himself made application by filing an affidavit that no judgments against him were outstanding or unsatisfied, and that he had not within two years been convicted of any offence requiring the filing of proof. Not all those affected were aware of the need to apply. It was therefore decided during 1959 that in future the Department would take the initiative by forwarding the required affidavit for completion at the end of the two-year period. This change accounts for the fact that some 20,000 persons were relieved of the requirement to file proof, as compared with an estimated 13,000 in 1958 — an increase of approximately 7,000. The latter number includes several thousand drivers who had not filed proof and would therefore, under the old system, have remained under suspension.

**Unsatisfied Judgment Fund**—In the great majority of cases, the financial loss resulting from motor vehicle accidents does not fall upon individuals, but is borne by the large number of motor vehicle owners who are insured with the automobile insurance companies. Sometimes, however, the loss does fall directly upon individuals. This occurs where the person responsible for an accident was driving an uninsured vehicle and can find no means of paying the judgment awarded against him. This driver cannot reasonably expect Government aid, since his financial plight is due to his own lack of foresight. Yet the position of other persons who suffered financial loss as a result of the accident, but were not held responsible for it, is clearly different. The damages awarded them by the courts, to which they have both a moral and legal right, prove uncollectible. It is to provide financial assistance in cases such as this, that the Unsatisfied Judgment Fund exists.

With effect from January 1, 1958, the maximum payments which could be made from the Fund were doubled to \$10,000 for death or injury to one person, \$20,000 for death or injury to two or more persons, and \$2,000 for property damage. The beneficial effect of this increase was not apparent until 1959, when a number of plaintiffs received the full amount of their judgments, whereas under the old payment limits they would not have done so.

Revenue for the Fund is obtained from a charge of \$1.00 for each driver's licence, and an extra fee of \$5.00 for every motor vehicle permit where it cannot be proved that the vehicle in question is insured. A table showing the financial history of the Fund is given in the Appendix.

The obligation for persons registering an uninsured vehicle to pay an extra \$5.00 into the Fund has encouraged many more owners to obtain insurance coverage. Records show that 90% of the vehicles now registered in Ontario are insured.

To discover whether there was evasion of the \$5.00 levy, another survey was made of the validity of insurance certificates filed with the Division. The results were most satisfactory. Where information was received from insurance companies that policies had been cancelled or had expired, the survey revealed that almost without exception new policies had been obtained elsewhere. Where wrong information had been submitted, it was found in the great majority of cases that insurance had been obtained from another company or under a different policy.

In May 1958, new legislation was introduced permitting payments from the Fund upon direct application to the Minister, instead of through a court order. A valuable result of this change is that there is now an average interval of only 21 days between the time when a plaintiff's application is received by the Department and the date he receives the cheque.

During the year, 905 judgments were paid from the Fund. Of this total, 871 related to drivers whose identities were known. Some of these entered a defence, others did not. The balance of 34 judgments was accounted for by "hit and run" drivers.

In cases where the driver is known, but no defence has been entered, payment from the Fund is not made unless the Minister of Transport has been notified that the action is undefended. The Minister acts for the defendant and may consent to judgment or take other action, as he deems proper. The claim is considered by the Settlement Committee. Where agreement between the plaintiff's solicitor and the Committee is reached, settlement papers are presented to a court for signature. This removes the need for the amount of damages to be assessed by a judge. Some 400 such actions were referred to the Minister during the year. Appreciation is expressed to the Attorney-General and his staff, and to members of the Settlement Committee, for the valuable assistance they have rendered the Department.

An important purpose of the Fund is to pay damages for personal injury or death caused by the "hit and run" driver. Payments are made not merely to occupants of motor vehicles, but also to pedestrians. A victim who would have cause of action against the driver or owner, if his identity were known, may apply to a judge for an order permitting him to bring an action against the Registrar of Motor Vehicles as nominal defendant. Any judgment so obtained is paid out of the Fund, subject to the prescribed limits. Thirty-four such claims were paid during the year.

Every effort is made to obtain repayment of amounts paid out of the Fund. Driving privileges suspended for failure to satisfy judgments cannot be reinstated until the drivers concerned have made satisfactory arrangements for payment. They must also file proof of financial responsibility. Applications for repayment to the Fund are submitted to a committee appointed for the purpose by the Minister. The amount repaid during the calendar year 1959 was 44% greater than in 1958. There were two reasons for this. The first was the increased number of payments out of the Fund in the previous year, which led to more repayments during 1959. The second was the amendment to the

regulations permitting those indebted to the Fund for less than \$500 to make instalment payments. Previously, such debtors had to repay in full before their driving privileges could be restored.

### **Services Division**

The main function of the Services Division is to co-ordinate and support the work of the Driver Improvement and Financial Responsibility Divisions. Individual files are maintained, which contain the records of about one million drivers. They include such items as conviction, disability and eye certificates; accident reports and suspension statements.

A part of these drivers' records forms the administrative core of the demerit point system described previously. The Division is responsible for setting up files for all drivers whose operating records bring them within the scope of the point system, and for compiling and inserting relevant information. Files which show that a warning letter should be sent, or an interview held, are forwarded to the Driver Improvement Division for action. When a driver's record reaches 12 points, his licence is suspended automatically by the Services Division for a three-month period.

The Division handles suspensions and reinstatements of all types, not merely those connected with the point system.

Increasing reference to drivers' records is being made each year, as their value becomes known to research workers concerned with driver improvement and behaviour, and the engineering aspects of safety. Abstracts of operating records are issued to the police, insurance companies and other agencies.

Other duties comprise the collection and distribution of mail on behalf of the other two Divisions, and the answering of public enquiries. The subject matter of these enquiries is such as to call for more than average tact and efficiency.

### **Medical Board**

The Board was formed in 1945 to advise the Department in cases where physical or mental defects might affect the ability to drive safely. At present, it comprises a senior representative of the Department, who serves as Chairman, two certified psychiatrists, a neurologist and a specialist in internal medicine. Meetings are held once or twice a month to consider medical histories and other documents relating to individual cases submitted. Following these meetings, recommendations are made to the Department.

If ailments such as diabetes or epilepsy are known to have been under control for a sufficiently long period, permission to drive is granted.

During the year, 477 cases were referred to the Board for consideration. The licences of 187 of these persons were withheld or withdrawn for medical reasons.

## RESEARCH BRANCH

New challenges arising from increased participation in the work of the Department as a whole made for a year of exceptional interest. Several major studies were completed, while others were carried forward or begun.

Much of the success achieved is attributable to the excellent co-operation received from colleagues at all levels, who made their knowledge of particular situations readily available.

There were many competing demands for the limited resources of the Branch. It was therefore necessary carefully to decide priorities, and the depth to which individual studies should be carried, in order that the overall results should be of maximum value to administrators.

The professional staff of the Branch, and the scope of its activities, were increased by the engagement of a graduate in engineering-physics from the University of Toronto.

**Transport Economics**—A comprehensive study of the weights of trucks and combinations operating in Ontario was completed in two parts. Its main purpose was to compare on-the-road gross weights and axle loads with the corresponding Provincial weight restrictions. Part I was distributed in August to transport authorities and agencies throughout North America. Widespread interest resulted in many requests for additional copies. Part II, containing conclusions and recommendations, was supplied to senior Departmental officials during October.

Investigation of the advisability of introducing the compulsory filing of for-hire motor carrier rates continued. In December, the Branch published a survey of provincial and state control of common and contract carrier rates in Canada and the United States, with particular reference to the administrative implications of such control.

Certain aspects of the proposal for greater inter-provincial reciprocity, in regard to truck licence fees, were examined. In addition, basic documents were prepared for discussion of this matter at the inaugural meeting of the Canadian Motor Vehicle Association, held in Vancouver during September. At this meeting, the Branch was given the further task of drawing up a proposed uniform system of classifying motor vehicles and trailers in Canada. Much work has already been done on this project, in readiness for the next meeting of the Association.

Through its membership in the Economics, Finance and Administration Committee of the Canadian Good Roads Association, the Branch took part in the study of a suggested annual list of motor vehicle licence fees, taxes and regulations in Canada. If introduced, this document should prove of considerable value to all concerned with road transport.

Many reports and memoranda were prepared, dealing with such subjects as special permits for overweight and oversize loads, and the liability of P.C.V. carriers for loss of, or damage to, goods transported by them. Publications



and submissions by non-Government agencies were analyzed on behalf of senior administrators.

**Statistics**—Experience during the year showed that, quite apart from aiding the solution of isolated statistical problems encountered within the Department, the Branch has an important role to play in the search for improved operating methods. The application of sampling and probability theory to various problems showed the value of mathematical statistics. It also became evident that the Branch can give help of another character, as all its professional members have received training in the use of basic data processing equipment and, in some cases, electronic computers.

Close contact with the work of other branches revealed the need for deciding carefully, before a new work programme is begun, the most important statistics which will be required to measure its progress. Once procedures have been adapted to yield given statistics, new information — or different arrangements of the same information — can usually be obtained only at considerable extra cost.

In several instances, arrangements were made for a particular branch or division to keep relatively simple statistics on a daily or monthly basis. These were sufficient for control purposes. Fuller analyses were made at intervals by the Research Branch on a sampling basis, using data processing equipment. The advantages of the sampling technique are that a carefully chosen sample can yield results almost as accurate as those obtainable from a full count, and at much lower cost.

The statistics of driver examinations kept by the Driver Improvement Division were examined and changes were recommended which have both improved and simplified them. It was agreed that the Research Branch would from time to time carry out full statistical analyses, designed to reveal significant trends and relationships.

On behalf of the Accident Statistics Committee set up by the Deputy Minister and in co-operation with the Accident Records Division, some worthwhile improvements in accident statistics were recommended. These included a change in the method of filing accident reports employed by the Driver Improvement Division, which has had the effect of making these reports more readily available to the Traffic Engineer.

The Branch assisted in devising suitable record forms for use at the Motor Vehicle Inspection Centre in North Toronto. Two analyses of the statistics obtained were subsequently made, to show the mechanical condition of vehicles inspected.

Members of the Branch took part in some 25 meetings held to determine the most suitable method of using modern data processing equipment for the issue of drivers' licences.

Aid to the Driver Improvement Division, in connection with the administration of the demerit point system, took several forms. Before the system was introduced, samples were taken from the drivers' records to estimate the numbers of drivers likely to be affected by it. When it had been in operation for several months, estimates were made (on the basis of reported convictions) of the numbers of drivers who would probably later require Departmental action in the form of a warning letter, interview or suspension.



The monthly truck weight survey, begun in January 1959, was continued throughout the year. Its immediate purpose is to provide administrators with up-to-date information on the extent to which trucks and combinations of various types are violating the prescribed gross weight and axle load restrictions. The information obtained has, however, several other important uses.

An analysis of a full count of 1956 commercial motor vehicle and trailer registrations, whose results are given in the Appendix, was completed during the year. For the first time, a classification by such factors as number of axles, total tare weight, ownership location and type of fuel used, was made available. Trucks and tractors were treated as separate classes. This new information will assist performance of some of the Department's most important functions, such as taxation, enforcement and research. Similar analyses for 1957 and 1958, based on the cheaper sampling method, will shortly be published. These will include buses.

During the fall, a poll of public opinion as to the relative effectiveness of the various propaganda media employed by the Highway Safety Branch was begun. After careful consideration of the design of the survey, one thousand drivers were interviewed by a well-known public opinion agency. The data obtained were later analyzed by the Research Branch and the study is now almost complete.

Although the more basic types of data processing equipment were available in the Department, they were frequently insufficient for certain purposes. The difficulty was overcome with the aid of the Tabulating Branch of the Treasury Department, which completed further operations on behalf of the Research Branch. Sincere thanks for the willing and expert assistance received are expressed to the Provincial Treasurer and his staff.

**Engineering Physics**—The Department is confronted with a growing number of problems, whose solution calls for a knowledge of engineering and physics. For the purpose of providing such technical assistance, a research engineer was appointed in June.

In connection with current investigation of the noise created by motor vehicles, extensive field and laboratory work was carried out to obtain technical data required by the Motor Vehicle Noise Research Committee. Apart from Departmental officials, the latter comprises: Professor V. L. Henderson and Mr. L. M. Steinberg of the Department of Applied Physics, University of Toronto; and Dr. L. B. Leppard and Mr. T. Cummings of the Department of Health.

Other investigations included: night legibility and visibility tests of reflectorized and standard licence plates; the problem of accurately measuring the fuel carried in motor vehicle supply tanks; and proposed regulations governing the carriage of dangerous materials by road.

At present, most items of motor vehicle equipment are produced in accordance with design standards established by the manufacturers. To ensure that safety requirements are met, the Department is considering the determination and enforcement of minimum standards.

Technical investigations such as those outlined above usually call for the use of equipment. Thought is therefore being given to the setting up of a laboratory.

**Other Tasks**—Establishment of the Departmental library, operated by the Branch, was completed during the summer. The first complete subject list was distributed before the close of the year. To enable senior officials of the Department to remain aware of major transport developments with the minimum loss of time, the issue of a monthly digest of transport publications began in August.

## **RESEARCH ADVISORY COMMITTEE**

The Committee is composed of three psychologists, two psychiatrists, a sociologist and a civil engineer. Its main functions are to recommend to the Department studies in the field of highway traffic accidents and to give advice on problems arising in the course of research.

The Committee met on five occasions during the year. The Chairman and Executive Secretary also participated in a number of other meetings concerned with accident investigation.

A grant was recommended for a study by two Toronto psychologists of the relationship between certain psychosomatic disorders and accident-proneness. The Department approved the grant and, under the general supervision of the Committee, the study is nearing completion.

Through the office of the Executive Secretary, additional information and help were given to persons interested in research. A series of papers on highway safety was arranged for the annual meeting of the Ontario Psychological Association. In October, a psychologist on the staff of the University of Toronto was appointed Research Consultant to the Committee, with the special task of relating basic psychological research to highway safety problems.

## HIGHWAY SAFETY BRANCH

The Highway Safety Branch is best known for its work in enlisting public support for traffic safety programmes. It has, however, related functions. Thus, it gathers accurate accident statistics, analyzes police records and investigates the behaviour of individual drivers, so that some assessment may be made of the causes of accidents.

Much of the success of the Branch is due to the valuable co-operation it receives from other departments of the Ontario Government (in particular, Highways, Attorney-General, Education and Health), as well as many organizations outside the Government.

**Conferences**—An active part was taken in three major conferences during the year.

The most important of these was the second annual Road Safety Workshop, organized by the Branch and held at Toronto in September. Its objects were to re-examine all aspects of the road safety problem and to strengthen public support for the campaign to reduce accidents. In this, it was undoubtedly successful. The Workshop was attended by 750 delegates—half as many again as 1958—representing labour, business, the clergy, associations of various kinds, women's groups, public information media and local safety councils. For the first time, school teachers and young persons had their own meetings. The conference theme, "What can I do for road safety?", was studied in 13 separate groups. One topic upon which delegates were unanimous was the value of driver education for young people; many groups presented resolutions calling for the adoption of driver education programmes by the schools.

The first Farm Safety Conference was held under the joint sponsorship of the Departments of Agriculture and Transport at the Ontario Agricultural College, Guelph, February 10 to 11. More than 400 farmers, representing 55 counties and districts, convened to discuss the problem of farm accidents, including those occurring on highways. It was announced that the Department of Agriculture would conduct a year's survey of every type of farm accident, using 5,500 observers.

Early in May, the fifth annual meeting of the Canadian Highway Safety Conference was held in Toronto. Members of the Department, in particular the Highway Safety Branch, carried out many assignments in organizing and conducting the various sessions. The Conference, attended by more than 300 delegates, was considered the most successful to date. Its theme was "Public apathy to public action."

**Special Campaigns**—Three seasonal campaigns were conducted by the Branch. The first, emphasizing the truth "You are morally responsible for safe driving", was launched in April. Kits of printed material, prepared especially for religious leaders of all faiths, were mailed to some 10,000 persons. In the first week of September, coincident with the return to school of a million children, a child traffic safety campaign was held. Two types of safety material were

distributed: one designed for teachers; the other for community leaders, police and local organizations. Every school in Ontario received a kit. In December, a holiday safety campaign was begun and continued until after New Year's Day. Emphasis was placed on the hazards of winter driving and the special dangers of the Christmas and New Year period. Sets of printed material supporting this drive were sent to police departments throughout the Province.

The Branch joined with other agencies in the promotion of two further campaigns. In connection with the spring campaign "Check your car, check accidents", police forces throughout the Province were supplied with kits of specially designed safety literature for distribution to members of the public whose vehicles were inspected for mechanical efficiency. To emphasize the need for observing traffic laws while driving on vacation, the Branch co-operated during the summer with national and international safety organizations in developing the theme "Slow down and live."

**Local Safety Promotion**—While conferences and campaigns provide more conspicuous evidence of the work of the Branch, other activities are no less essential. Of the latter, the efforts of local safety promotion officers — responsible for the four regions of Ontario — are an example. They encourage the formation of safety councils at the community level, organize school safety patrols and seek the introduction of driver education in the high schools. Problems differ from one community to another: in some, preparations are made for the future establishment of a safety council; in others, new councils are formed or those which have become inoperative are induced to resume activity; councils already in full swing are regularly visited. Use is made of local newspapers, radio and television stations, films, talks and other publicity media. Valuable co-operation is received from school boards, service clubs, home-and-school and parent-teacher associations.

During the year, 30 councils were visited, nine of which were formed in the course of the year, while about 300 addresses on the value of safety councils were given in some ten other localities. New school safety patrols were trained in 17 cities and towns.

Difficulty is still being experienced in convincing many principals and teachers of the value of driver education for high school students. However, in some instances parents are not well equipped to teach their children, as they tend to pass on to them their own bad habits. There is a growing belief that since good driving is largely a matter of attitude, high school teachers, who are known and respected by their students, are ideally fitted to give such instruction. Support for this argument can be found in the excellent records of graduates from driving courses given in Kitchener and Ottawa, as well as in 10,000 high schools in the United States.

Some progress was made in the above direction during the year. In London, a series of twelve lessons was given through the local television station. Approximately 1,000 young persons took part and a written examination was held at the end of the series. Those who passed it were given practical instruction. In Windsor, the Board of Education agreed to driver education being offered in all high schools and a special course was held during the fall to train teachers and others as instructors. In Toronto Township, the safety council obtained the approval of the Board of Education to begin driver education courses in local high schools.





**Mr. Carl Laybourn, Director of Safety Promotion, Ontario Department of Transport, impresses on school children the six basic rules of safe walking.**

Assistance was given to the Department of Agriculture in producing road safety tableaux at various agricultural shows, and to the Child Safety Committee of the Ontario Medical Association in its effort to interest doctors, health and welfare organizations in the prevention of traffic accidents to children.

Other duties included the arrangement of safety displays at various exhibitions and conferences, together with attendance at the Ontario Traffic Conference, the National Safety Congress in Chicago, and other meetings.

**Women's Activities**—The programme of encouraging women's organizations at the Provincial and local levels to take positive steps to reduce the road accident toll in Ontario showed a further advance.

Many groups which had not previously done so were induced to participate actively in the promotion of traffic safety. An example is provided by the Carol Lane Awards, which recognize the contributions of women in this field: qualifying entries were received from eight Ontario associations during 1959, as compared with none in the previous year. All the winners were from Ontario.

The Women's Division took part with the remainder of the Branch in the three main safety conferences of the year. A meeting devoted exclusively to women was included in the Road Safety Workshop, 1959, and attracted many more delegates than in the previous year. The Division participated in the Farm Safety Conference at Guelph and organized the first women's session to be held at the Canadian Highway Safety Conference. At the latter meeting, a new booklet prepared by the Division, entitled "Women's Part in Traffic Safety"; was introduced.



In October, the women's representative of the Branch attended the National Safety Congress in Chicago.

A new responsibility assumed during the year was the preparation of "Ontario Traffic Safety", a monthly bulletin issued in the interest of accident prevention.

Use was made of many publicity media, but particular emphasis was placed on aspects of interest to women and on the part they can play in highway safety. Messages were broadcast regularly from a Toronto radio station over the period May to October and six television appearances were made in various communities. Numerous interviews were given to the press and 26 speaking engagements were fulfilled in different parts of the Province.

**Publicity Programme**—Efforts to promote highway safety in the particular directions referred to above were supported by the general publicity programme. Carefully planned advertisements were placed in daily and weekly newspapers, and periodic press releases made. Scripts dealing with the road safety theme were sent regularly to all radio stations in the Province, together with short messages intended for use as fillers and reminders. Slides illustrating the various seasonal campaigns were distributed to television stations at appropriate times of the year. A special 20-second television film was produced for the Child Traffic Safety Campaign. A small but carefully chosen library of films was compiled over the year and used to illustrate such topics as school safety patrols and driver education.

The effect on the general public of the conferences held by the Branch was enhanced by the attendance of a number of distinguished speakers.

**Accident Statistics**—In May 1959, the compilation of motor vehicle accident statistics within the Department became the responsibility of a separate unit. The latter was transferred to the Highway Safety Branch in October.

In considering the accident situation, a clear distinction must be made between the accidents themselves and persons killed or injured in them.

As may be seen from the Appendix tables, there was an increase in accidents and casualties of all types in 1959 as compared with 1958. Total accidents, as well as personal injury and property damage accidents, were the highest on record. Fortunately, however, although there was also an increase in fatal accidents and persons killed, they were less numerous than in some previous years.

That the 1959 figures were higher than in 1958 does not by itself indicate a worsening of the accident situation. Account must also be taken of the "exposure" factor. Thus, the number of motor vehicles registered in Ontario in 1959 was 5.7% greater than in the previous year; moreover, there is evidence that the use of Ontario highways by vehicles from other provinces and the U.S.A. increased. On the basis of figures showing the volume of fuel purchased in Ontario for consumption by motor vehicles, it is estimated that the total distance travelled in the Province by motor vehicles was substantially greater than in 1958.

Persons killed rose by 6.7% during 1959. As in the previous year, they formed only some 3.5% of total casualties. Persons injured rose by 5.0%; with one exception, all age groups contributed to this increase.

As might be expected, accidents involving pedestrians accounted for 6.1% of total accidents, but resulted in 26.5% of the persons killed. Approximately the same was true of motor vehicles which collided with railway trains. Collisions between motor vehicles alone comprised 68.4% of all accidents, but only 33.5% of fatal accidents.

The division of accidents between urban and rural areas followed closely the pattern of previous years. The greater hazard on rural highways is shown by the fact that they accounted for only 40% of all accidents, but 71% of fatal accidents. This is almost certainly due to the higher speeds permitted.

**Accident Investigation**—The aim here is to throw light upon certain aspects of a difficult problem: the factors responsible for traffic accidents and their varying relative importance under different sets of conditions. Advice on the conduct of studies is obtained from consultants working with the Research Advisory Committee, mentioned elsewhere in this report. Information obtained from police accident reports is the starting point for most investigations.

The main project carried out during the year was a comparison of the backgrounds, attitudes and driving habits of two groups of drivers. The first group comprised those who had been in some degree responsible for three or more accidents; the second, those who were closely similar in all relevant respects to drivers in the first group, except that they had clean driving records. The object of the comparison was to determine whether any significant difference in driving behaviour or attitude could be established. The study is now almost complete.

One hundred drivers living in or adjacent to Metropolitan Toronto, who had been convicted for exceeding the speed limit by ten miles per hour or less prior to July 1, 1959, but who had not been allotted points under the demerit point system, were interviewed. Their opinions concerning the validity of existing speed limits on various types of urban and rural highway were sought, and they were asked what they knew of the point system and where they had heard of it.

A study was made of highway accidents involving farm tractors which occurred during 1958 and 1959. Its purpose was to discover the number and type of such accidents, and when and where they had occurred, so that this information could be utilized by other Government agencies—in particular, the Department of Agriculture.

Efforts were begun to increase still further the effectiveness of the annual Road Safety Workshop, organized by the Highway Safety Branch. Criticisms and suggestions were obtained from those who had participated and a variety of possible improvements were considered.



A selection from the wide range of safety promotion literature distributed by the Highway Safety Branch.

## CIVIL DEFENCE

From June 1 the activities of the Department of Transport liaison officer were curtailed, pending final decisions regarding certain phases of civil defence policy.

Prior to this date, several projects begun in the previous year were completed, the major one being the listing of service stations and their locations along the various evacuation routes. The main oil companies showed excellent co-operation in supplying this information, which was distributed to all civil defence zones.

During the year, a further supply of sample kits, which enable trucks to be converted rapidly into ambulances, was received from the Federal Government and distributed to the various zones for demonstration purposes.

The liaison officer attended a Traffic Engineers' Forum at Arnprior, Ontario, from January 26 to 30. Visits were made during the first six months to the Metropolitan Toronto Civil Defence Organization and the five zonal headquarters.





---

---

## **APPENDIX TABLES**

---

---

## MOTOR VEHICLE LICENCE BRANCH

**TABLE 1: LICENCES AND PERMITS ISSUED, 1955-1959\***

CLASS OF LICENCE OR PERMIT	1955	1956	1957	1958	1959†
<b>Drivers' Licences:</b>					
Operators.....	1,150,090	1,221,637	1,299,467	1,357,647	1,420,100
Chauffeurs.....	706,755	746,152	789,084	818,770	851,500
<b>TOTAL.....</b>	<b>1,856,845</b>	<b>1,967,789</b>	<b>2,088,551</b>	<b>2,176,417</b>	<b>2,271,600</b>
Instruction permits.....	370,093	406,479	426,834	414,300	428,300
Transfers.....	482,333	484,708	468,386	426,051	451,500
Transfers (dealers).....	365,229	364,833	341,191	351,495	373,200
"In Transit" permits.....	17,573	24,764	14,522	14,384	19,400
Manufacturers' and dealers' permits	2,587	2,673	2,741	2,755	3,000
Motorcycle dealers' permits.....	15	13	9	11	13

\* Excluding motor vehicle and trailer permits, shown in Table 2.

† Includes estimate for period January 1 to March 16, 1960.

**TABLE 2: MOTOR VEHICLE REGISTRATIONS, ONTARIO, 1903-1959**

LICENCE YEAR*	PASSENGER	TRUCK AND TRACTOR	BUS	DUAL PURPOSE	MOTOR- CYCLE	TOTAL MOTOR VEHICLE	TRAILER
1903	178	.....	Included with truck and tractor	.....	.....	178	.....
1904	535	.....		.....	.....	535	.....
1905	553	.....		.....	.....	553	.....
1906	1,176	.....		.....	.....	1,176	.....
1907	1,530	.....		.....	.....	1,530	.....
1908	1,754	.....		.....	.....	1,754	.....
1909	2,452	.....		.....	.....	2,452	.....
1910	4,230	.....		.....	.....	4,230	.....
1911	11,339	.....		.....	.....	11,339	.....
1912	16,268	.....		.....	1,754	18,022	.....
1913	23,700	.....		.....	2,900	26,600	.....
1914	31,724	.....		.....	3,633	35,357	.....
1915	42,346	.....		.....	4,174	46,520	.....
1916	51,589	2,786		.....	4,287	58,662	.....
1917	78,861	4,929		.....	5,180	88,970	.....
1918	101,599	7,529		.....	5,002	114,130	.....
1919	127,860	11,428		.....	5,516	144,804	.....
1920	155,861	16,204		.....	5,496	177,561	.....
1921	181,978	19,554		.....	4,989	206,521	327
1922	210,333	24,164		.....	4,799	239,296	463
1923	245,815	28,612		.....	4,325	278,752	591
1924	271,341	31,488		.....	3,941	306,770	778
1925	303,736	34,690		.....	3,748	342,174	1,058
1926	343,992	39,012		.....	3,345	386,349	1,398
1927	386,903	43,442		.....	3,159	433,504	1,962
1928	429,426	54,714		.....	3,197	487,337	3,281
1929	473,222	55,218		8,226	3,541	540,207	4,903
1930	490,906	61,690		5,986	3,924	562,506	7,111
1931	489,713	64,256		4,177	4,070	562,216	9,996
1932	462,923	61,347		3,239	4,088	531,597	12,998

TABLE 2: CONTINUED

LICENCE YEAR*	PASSENGER	TRUCK AND TRACTOR	BUS	DUAL PURPOSE	MOTOR- CYCLE	TOTAL MOTOR VEHICLE	TRAILER
1933	453,314	59,129	631	2,909	4,370	520,353	16,311
1934	470,617	63,771	665	2,724	4,468	542,245	19,871
1935	489,610	66,886	704	2,370	4,506	564,076	24,232
1936	514,211	69,924	769	†	4,553	589,457	27,930
1937	541,802	74,867	820	1,847	4,582	623,918	31,771
1938	580,364	80,758	884	1,876	5,206	669,088	39,059
1939	593,693	81,246	960	1,893	5,099	682,891	41,586
1940	610,576	84,980	1,058	1,855	5,403	703,872	44,650
1941	636,624	93,754	1,268	1,654	5,894	739,194	48,739
1942	611,897	94,318	1,518	1,543	6,104	715,380	48,795
1943	586,036	96,103	1,614	1,447	6,415	691,615	48,426
1944	568,223	97,869	1,743	1,321	5,901	675,057	48,900
1945	555,461	98,339	1,895	1,279	5,745	662,719	53,004
1946	585,604	115,002	2,215	1,303	6,982	711,106	61,114
1947	645,252	137,990	2,940	1,294	9,471	796,947	65,714
1948	698,384	159,388	3,201	1,199	11,086	873,258	69,425
1949	771,709	180,143	3,455	1,035	13,027	969,369	71,521
1950	881,143	199,188	3,612	6,428‡	13,709	1,104,080	72,519
1951	958,082	221,310	3,961	8,275	13,470	1,205,098	73,495
1952	1,024,816	239,675	3,916	9,939	13,407	1,291,753	74,937
1953	1,117,175	258,075	3,848	13,707	13,314	1,406,119	80,673
1954	1,187,725	268,269	3,972	17,560	12,454	1,489,980	86,839
1955	1,292,133	283,837	4,105	25,457	12,321	1,617,853	93,829
1956	1,365,874	293,049	4,280	35,385	11,652	1,710,240	100,472
1957	1,431,438	299,990	4,578	45,971	11,522	1,793,499	109,150
1958	1,492,039	303,473	4,844	58,418	10,148	1,868,922	119,917
1959§	1,574,900	311,300	5,200	74,300	10,100	1,975,800	132,800

\* Licence plates bearing the number of a particular year are issued from January 1 of that year for a period of approximately 14½ months. However, the number issued after December 31 is relatively very small.

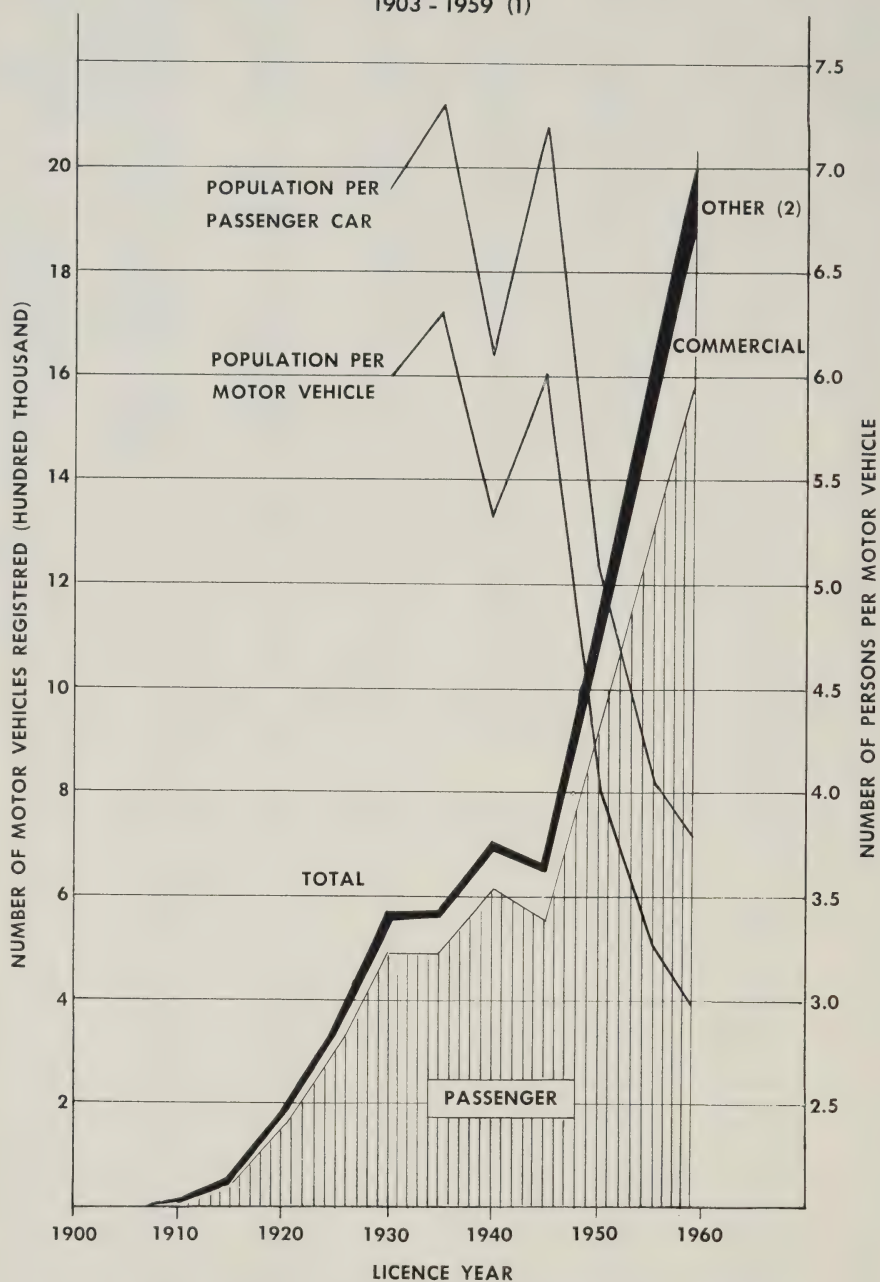
† Included with passenger cars.

‡ Beginning in 1950, station wagons and similar vehicles included in dual purpose.

§ Includes estimate for period January 1 to March 16, 1960.



# MOTOR VEHICLE REGISTRATIONS AND NUMBER OF PERSONS PER MOTOR VEHICLE IN ONTARIO 1903 - 1959 (1)



- (1) The number of persons per motor vehicle is given for the years 1930-1959 only  
(2) Dual purpose vehicles and motor cycles.

**TABLE 3: HEAVY COMMERCIAL COMPARED WITH TOTAL COMMERCIAL VEHICLE REGISTRATIONS, ONTARIO, 1945-1958**

LICENCE YEAR	HEAVY COMMERCIAL *	INDEX No. (1945 = 100)	ALL COMMERCIAL †	INDEX No. (1945 = 100)
1945	2,081	100	153,238	100
1946	3,139	151	178,331	116
1947	4,787	230	206,644	135
1948	6,381	307	232,014	151
1949	8,199	394	255,119	166
1950	11,424	549	275,319	180
1951	15,082	725	298,766	195
1952	18,594	894	318,528	208
1953	22,761	1,094	342,596	224
1954	26,145	1,256	359,080	234
1955	31,945	1,535	381,771	249
1956	37,877	1,820	397,801	260
1957	41,780	2,008	413,718	270
1958	44,651	2,146	428,234	279

\* Trucks, tractors, trailers and buses with a registered gross weight of more than 10 tons.

† All trucks, tractors, trailers and buses.

**TABLE 4: PASSENGER AND COMMERCIAL MOTOR VEHICLE REGISTRATIONS BY COUNTIES AND DISTRICTS\*, 1957 AND 1958**

COUNTY OR DISTRICT	PASSENGER		COMMERCIAL *		TOTAL	
	1957	1958	1957	1958	1957	1958
Algoma.....	12,180	18,395	4,865	5,406	17,045	23,801
Brant.....	21,565	21,021	3,999	4,131	25,564	25,152
Bruce.....	12,707	12,675	3,153	3,084	15,860	15,759
Carleton.....	72,329	79,284	10,127	10,501	82,456	89,785
Cochrane.....	15,065	15,183	4,238	4,823	19,303	20,006
Dufferin.....	4,495	4,445	1,342	1,365	5,837	5,810
Dundas.....	5,684	5,284	1,312	1,343	6,996	6,627
Durham.....	7,815	8,453	1,931	2,045	9,746	10,498
Elgin.....	19,043	18,763	4,534	4,519	23,577	23,282
Essex.....	65,835	63,608	13,072	11,267	78,907	74,875
Frontenac.....	18,233	20,158	3,793	4,061	22,026	24,219
Glengarry.....	6,436	5,826	1,010	1,210	7,446	7,036
Grenville.....	5,553	5,813	1,390	1,374	6,943	7,187
Grey.....	15,655	15,627	3,230	3,527	18,885	19,154
Haldimand.....	8,439	8,363	2,884	2,808	11,323	11,171
Haliburton.....	2,080	2,094	826	821	2,906	2,915
Halton.....	19,862	23,715	3,986	3,901	23,848	27,616
Hastings.....	22,439	24,103	5,525	5,566	27,964	29,669
Huron.....	14,796	14,784	3,890	3,891	18,686	18,675
Kenora.....	6,806	7,079	2,774	2,854	9,580	9,933
Kent.....	26,674	25,417	7,351	7,153	34,025	32,570
Lambton.....	25,184	25,422	5,149	5,077	30,333	30,499
Lanark.....	9,949	9,483	2,214	1,920	12,163	11,403
Leeds.....	10,936	11,415	2,546	2,605	13,482	14,020
Lenn. and Addington.....	5,308	5,337	1,710	1,754	7,018	7,091
Lincoln.....	32,069	32,377	6,045	6,577	38,114	38,954
Manitoulin.....	1,930	1,994	1,027	1,040	2,957	3,034
Middlesex.....	51,326	54,091	10,185	9,960	61,511	64,051

TABLE 4: CONTINUED

COUNTY OR DISTRICT	PASSENGER		COMMERCIAL *		TOTAL	
	1957	1958	1957	1958	1957	1958
Muskoka.....	6,409	6,452	2,430	2,402	8,839	8,854
Nipissing.....	9,049	10,597	3,967	3,984	13,016	14,581
Norfolk.....	13,326	13,054	3,208	3,559	16,534	16,613
Northumberland.....	8,062	8,853	2,359	2,413	10,421	11,266
Ontario.....	24,985	28,405	5,198	5,453	30,183	33,858
Oxford.....	18,554	19,965	5,367	5,342	23,921	25,307
Parry Sound.....	5,180	5,182	2,778	2,756	7,958	7,938
Peel.....	20,529	24,564	4,274	4,577	24,803	29,141
Perth.....	15,569	15,388	3,425	3,684	18,994	19,072
Peterborough.....	18,655	18,317	3,664	3,650	22,319	21,967
Prescott.....	4,575	5,320	1,598	1,549	6,173	6,869
Prince Edward.....	5,342	5,466	1,534	1,235	6,876	6,701
Rainy River.....	4,565	5,059	1,679	1,800	6,244	6,859
Renfrew.....	18,684	18,608	4,067	4,464	22,751	23,072
Russell.....	3,438	3,410	1,180	1,161	4,618	4,571
Simcoe.....	31,841	31,949	7,035	7,238	38,876	39,187
Stormont.....	13,487	14,625	2,564	2,484	16,051	17,109
Sudbury.....	25,071	29,044	6,766	7,252	31,837	36,296
Thunder Bay.....	22,301	25,258	6,969	7,193	29,270	32,451
Temiskaming.....	11,671	11,559	4,255	4,052	15,926	15,611
Victoria.....	8,211	8,234	2,151	2,154	10,362	10,388
Waterloo.....	38,174	40,823	8,169	8,070	46,343	48,893
Welland.....	40,920	41,360	8,488	8,224	49,408	49,584
Wellington.....	29,949	29,292	4,331	4,125	34,280	33,417
Wentworth.....	88,198	89,368	14,188	14,079	102,386	103,447
York.....	422,752	440,128	77,781	79,804	500,533	519,932
Non-Residents.....	1,548	1,550	1,035	1,030	2,583	2,580
TOTAL.....	1,431,438	1,492,039	304,568	308,317	1,736,006	1,800,356

\* Trucks, tractors and buses.

† Including cities.

TABLE 5: PASSENGER AND COMMERCIAL MOTOR VEHICLE REGISTRATIONS BY CITIES, 1957 AND 1958

CITY	PASSENGER		COMMERCIAL *		TOTAL	
	1957	1958	1957	1958	1957	1958
Belleville.....	7,583	7,383	1,266	1,263	8,849	8,646
Brantford.....	13,620	14,240	2,275	2,274	15,895	16,514
Chatham.....	7,645	7,777	2,103	2,037	9,748	9,814
Cornwall.....	9,400	9,885	1,546	1,219	10,946	11,104
Fort William.....	9,206	10,650	1,903	1,857	11,109	12,507
Galt.....	6,464	6,690	1,117	1,050	7,581	7,740
Guelph.....	8,883	9,331	1,347	1,333	10,230	10,664
Hamilton.....	62,988	64,037	9,873	9,946	72,861	73,983
Kingston.....	11,804	13,322	1,784	2,093	13,588	15,415
Kitchener.....	16,366	16,870	2,909	2,857	19,275	19,727
London.....	36,340	38,520	5,769	5,330	42,109	43,850
Niagara Falls.....	13,094	14,599	2,472	2,020	15,566	16,619
North Bay.....	4,705	5,008	1,500	1,643	6,205	6,651

TABLE 5: CONTINUED

CITY	PASSENGER		COMMERCIAL *		TOTAL	
	1957	1958	1957	1958	1957	1958
Oshawa.....	12,932	15,949	2,565	2,311	15,497	18,260
Ottawa.....	53,969	60,650	8,090	8,046	62,059	68,696
Owen Sound.....	5,176	5,015	1,051	994	6,227	6,009
Peterborough.....	11,707	12,413	1,653	1,526	13,360	13,939
Port Arthur.....	8,439	10,258	2,034	2,161	10,473	12,419
St. Catharines.....	17,271	17,945	2,729	2,719	20,000	20,664
St. Thomas.....	7,116	7,291	1,086	1,092	8,202	8,383
Sarnia.....	12,492	14,539	2,090	1,973	14,582	16,512
Sault Ste. Marie.....	7,789	9,530	2,480	2,641	10,269	12,171
Stratford.....	6,128	6,001	1,076	1,016	7,204	7,017
Sudbury.....	12,015	14,145	2,946	2,964	14,961	17,109
Toronto (Metro).....	378,334	397,120	74,781	76,418	453,115	473,538
Waterloo.....	4,256	4,696	1,357	1,347	5,613	6,043
Welland.....	8,093	8,038	1,476	1,447	9,569	9,485
Windsor.....	39,360	37,403	7,710	6,216	47,070	43,619
Woodstock.....	5,496	5,501	1,152	1,135	6,648	6,636
TOTAL.....	798,671	844,806	150,140	148,928	948,811	993,734

\* Trucks, tractors and buses.

ENFORCEMENT BRANCH

TABLE 6: PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES ISSUED,  
LICENCE YEARS BEGINNING APRIL 1, 1954-1959

CLASS OF LICENCE	1954	1955	1956	1957	1958	1959*
A	217	209	206	203	201	189
B	39	38	35	32	32	30
C	565	536	545	505	476	467
D	477	449	503	581	670	787
E	737	716	715	679	699	695
F	4,094	4,666	5,091	4,751	4,962	5,090
FS	361	354	364	354	342	339
H	150	138	140	144	151	150
K	97	102	114	126	126	140
L	34	37	44	49	51	53
X	.....	147	378	548	600	661
TOTAL.....	6,771	7,392	8,135	7,972	8,310	8,601

\* 9 months actual plus 3 months estimated.



**TABLE 7: PUBLIC COMMERCIAL VEHICLES LICENSED,  
LICENCE YEARS BEGINNING APRIL 1, 1954-1959**

CLASS OF LICENCE	1954	1955	1956	1957	1958	1959*
A	7,725	8,286	9,328	9,844	9,812	11,091
B	76	80	96	96	117	143
C	2,306	2,419	2,659	2,922	3,256	3,756
D	2,510	2,426	3,206	4,089	4,417	4,883
E	1,008	1,019	1,011	1,036	1,064	1,083
F	5,929	7,103	7,780	8,008	8,332	8,805
FS	605	644	716	698	712	657
H	753	746	850	885	939	971
K	241	257	287	320	342	367
X	.....	736	1,283	1,790	2,511	3,309
TOTAL.....	21,153	23,716	27,216	29,688	31,502	35,065

\* 9 months actual plus 3 months estimated.

**TABLE 8: RATIO OF PUBLIC COMMERCIAL VEHICLES TO OPERATING  
LICENCES\*—LICENCE YEARS BEGINNING APRIL 1, 1953-1959**

LICENCE YEAR	CLASS OF LICENCE									
	A	B	C	D	E	F	FS	H	K	*All CLASSES
1953	31.84	1.92	3.70	5.44	1.36	1.52	1.61	4.83	2.32	3.30
1954	35.60	1.95	4.08	5.26	1.37	1.45	1.68	5.02	2.48	3.14
1955	39.65	2.11	4.51	5.40	1.42	1.52	1.82	5.41	2.52	3.19
1956	45.28	2.74	4.88	6.37	1.41	1.53	1.97	6.07	2.52	3.36
1957	48.49	3.00	5.79	7.04	1.59	1.69	1.97	6.15	2.54	3.78
1958	48.82	3.66	6.84	6.59	1.52	1.68	2.08	6.22	2.71	3.79
1959†	58.68	4.77	8.04	6.20	1.56	1.73	1.94	6.47	2.62	4.03

\* Excluding Classes L and X.

† Estimated.

**TABLE 9: PUBLIC VEHICLE OPERATING LICENCES ISSUED  
LICENCE YEARS BEGINNING APRIL 1, 1954-1959**

CLASS OF LICENCE	1954	1955	1956	1957	1958	1959*
Public Vehicle.....	228	225	235	227	234	212
Extra-Provincial (Class X).....	.....	.....	.....	36	108	137
School Vehicle.....	1,648	1,788	1,874	1,758	1,897	2,006
TOTAL.....	1,876	2,013	2,109	2,021	2,239	2,355

\* 9 months actual plus 3 months estimated.

**TABLE 10: PUBLIC VEHICLES LICENSED  
LICENCE YEARS BEGINNING APRIL 1, 1954-1959**

CLASS OF LICENCE	1954	1955	1956	1957	1958	1959*
Public Vehicle.....	2,604	2,622	2,705	2,677	2,806	2,848
Extra-Provincial (Class X).....				11	19	17
School Vehicle.....	1,986	2,006	2,034	2,212	2,380	2,685
TOTAL.....	4,590	4,628	4,739	4,900	5,205	5,550

\* 9 months actual plus 3 months estimated.

**TABLE 11: RESULTS OF PROSECUTIONS BY THE ENFORCEMENT BRANCH  
JANUARY 1-DECEMBER 31, 1958 AND 1959**

STATUTORY AUTHORITY	SECTION OF ACT	DISMISSALS		CONVICTIONS		TOTAL	
		1958	1959	1958	1959	1958	1959
Public Commercial Vehicles Act	Sec. 2-1(a): no operating licence	49	34	617	363	666	397
	Sec. 2-1(b): operat- ing in contravention	28	17	377	420	405	437
	Sec. 2-2: no vehicle licence	16	49	518	579	534	628
	Other infractions	1	4	35	40	36	44
Motor Vehicle Transport Act (Canada)	Sec. 3-1: no operating licence	5	4	133	123	138	127
	Sec. 6-1: operating in contravention	.....	16	35	71	35	87
Highway Traffic Act	Sec. 36-1: excess gross weight	88	131	5,352	5,959	5,440	6,090
	Other infractions	19	52	726	1,189	745	1,241
Public Vehicles Act	Public vehicle infractions	.....	.....	12	8	12	8
TOTAL.....		206	307	7,805	8,752	8,011	9,059

## DRIVER CONTROL BRANCH

### Driver Improvement Division

Tables 12 and 13 relate only to examinations conducted by Departmental officials and therefore exclude those given by fee examiners.

**TABLE 12: DRIVER EXAMINATIONS CONDUCTED BY DEPARTMENT, 1959  
RESULTS OF FIRST ATTEMPTS ONLY**

TOTAL		PASSED		FAILED	
No.	%	No.	%	No.	%
88,195	100	55,880	63	32,315	37

**TABLE 13: FAILURES AT DRIVER EXAMINATIONS CONDUCTED BY  
DEPARTMENT, 1959—ANALYSIS OF FIRST ATTEMPTS ONLY**

TOTAL		TYPE OF FAILURE					
		INSIDE TEST ONLY		ROAD TEST ONLY		BOTH TESTS	
No.	%	No.	%	No.	%	No.	%
32,315	100	11,652	36	11,768	36	8,895	28

### Financial Responsibility Division

**TABLE 14: PERSONS CONVICTED OF DRIVING OFFENCES AS THE  
RESULT OF TRAFFIC ACCIDENTS WHO WERE REQUIRED TO PROVE THAT  
THEIR VEHICLES WERE INSURED AT THE TIME OF THE ACCIDENT, 1959**

AGE* (YEARS)	NUMBER REQUIRED TO FILE	NUMBER WHO FILED†	% WHO FILED
Under 21.....	2,845	1,676	58.9
21-24.....	2,022	1,233	61.0
25-39.....	4,843	3,697	76.3
40-54.....	2,163	1,824	84.3
55-64.....	871	783	89.0
65 and over.....	520	449	86.3
Unknown.....	2,963	2,167	73.1
TOTAL.....	16,227	11,829	72.9‡

\* Not all the age groups shown cover the same number of years.

† These persons benefited under Section 81a of the Highway Traffic Act, in that they did not have to file proof of financial responsibility for the future. Those who were not insured had their drivers' licences and/or motor vehicle permits suspended until they filed such proof.

‡ This percentage was appreciably lower than the 90% of all Ontario motor vehicle owners who supplied proof on registration that their vehicles were insured for public liability and property damage.

**TABLE 15: UNSATISFIED JUDGMENT FUND  
STATEMENT OF PAYMENTS INTO AND OUT OF THE FUND  
JULY 1, 1947-MARCH 31, 1959**

PAYMENTS IN				PAYMENTS OUT											BALANCE July 1, 1959
PERIOD	FEES	REPAY- MENTS <sup>2</sup>	TOTAL	CLASS "A" JUDGMENTS <sup>4</sup>				TOTAL	CLASS "B" JUDGMENTS <sup>5</sup>				ANNUAL PAID OUT (A+B)		
				No.	AMOUNT	TAXED COSTS	INTEREST		No.	AMOUNT	TAXED COSTS	TOTAL			
	\$	\$	\$		\$	\$	\$	\$		\$	\$	\$	\$	\$	
July 1/47 to March 31/48				3	2,028.00	850.78	31.39	2,910.17	1	500.00	191.50	691.50	3,601.67		
April 1/48 to March 31/49	477,840.00	1,175.43	479,015.43	81	161,640.83	38,203.60	1,727.11	201,647.65	15	41,229.16	5,906.42	47,135.58	248,783.23	23,581.81	
April 1/49 to March 31/50	673,000.00	1,883.84	674,883.84	143	357,113.69	16,556.11	7,535.60	461,234.46	20	68,148.90	11,506.41	79,655.31	540,889.77	60,588.75	
April 1/50 to March 31/51	758,128.00	2,210.51	760,338.51	266	409,913.48	17,779.30	11,408.82	669,821.33	43	119,276.08	22,621.82	141,897.90	782,789.67	89,496.68	
April 1/51 to March 31/52	747,160.00	32,906.73	780,066.73	426	673,813.37	166,217.86	17,899.02	857,930.25	64	110,050.88	19,743.38	129,794.26	982,724.93	101,024.87	
April 1/52 to March 31/53	523,360.00	44,618.12	567,978.12	102	372,822.99	223,444.74	22,066.55	1,119,034.28	34	77,537.91	16,557.10	94,095.01	1,213,029.99	134,724.85	
April 1/53 to March 31/54	1,731,617.00	71,498.39	1,803,115.39	483	1,158,883.82	8,318,510.00	9,027.07	1,967,420.96	15	8,9386.13	18,789.20	10,627.33	1,978,048.29	746,340.87	
April 1/54 to March 31/55	1,851,739.00	118,204.58	1,970,943.58	539	1,262,199.60	34,881.40	36,760.11	1,661,291.49	44	189,906.16	26,864.78	216,770.94	1,878,062.43	113,140.97	
April 1/55 to March 31/56	1,965,426.00	217,558.15	2,182,984.15	593	1,547,438.16	521,825.97	6,540.96	2,675,805.09	53	98,469.00	17,719.13	116,188.13	1,791,880.30	136,441.00	
April 1/56 to March 31/57	2,059,215.00	142,404.28	2,201,619.28	592	1,414,483.88	143,661.14	4,249.88	1,562,394.90	53	91,584.17	4,409.00	95,993.17	1,887,873.47	153,833.04	
April 1/57 to March 31/58	2,162,365.00	180,087.86	2,342,452.86	533	1,453,559.41	16,8181.88	8,553.55	1,662,131.44	13	98,461.03	4,526.18	102,987.21	1,765,840.65	175,152.25	
April 1/58 to March 31/59	2,114,538.00	214,565.88	2,329,103.88	1,159	1,440,133.88	513,108.10	3,000.01	2,956,242.00	54	101,961.28	22,066.86	124,028.14	1,889,870.79	169,753.43	
TOTAL	18,161,668.00	955,608.24	19,117,276.24	5,784	11,558,213.22	778,499.34	119,883.67	14,447,016.83	644	1,719,714.24	180,885.81	1,900,600.05	15,347,616.88	1,767,822.11	

(1) Payment by operators and chauffeurs increased from 50c. to \$1.00 on January 1, 1953.

(2) Extra revenue from additional fee of \$5.00 collected as from January 1, 1958 upon issue or transfer of a motor vehicle permit, unless the owner is insured under a liability policy for limits of at least \$100,000/20,000/5,000.

(3) Money collected from judgment debtors on repayment of judgments paid out of the Fund.

(4) A Class "A" judgment is one given against a known owner and/or driver which proved uncollectible and may cover other personal injury, property damage or both.

(5) A Class "B" judgment is one given against the Registrar of Motor Vehicles for personal injuries received in "hit and run" accidents, where the motor vehicle causing the accident was not identified.





**TABLE 16: FINANCIAL RESPONSIBILITY SUSPENSIONS LIFTED, 1959  
BY REASON FOR REINSTATEMENT**

OFFENCE	F.R. FILED*	EXPIRED† OF CANCELLED‡	TOTAL
Speeding.....	70	99	169
No driver's licence.....	100	714	814
Improper lights.....	10	13	23
Defective brakes.....	64	98	162
Improper turning, passing, signalling, stopping, etc. (Sec. 41, H.T.A.).....	934	843	1,777
Failure to report an accident.....	74	156	230
Careless driving.....	1,430	2,388	3,818
Reckless or dangerous driving.....	1	1,604	1,605
Leaving scene of accident.....	500	584	1,084
Impaired driving.....	4,272	3,538	7,810
Driving while intoxicated.....	415	1,289	1,704
Theft of motor vehicle.....	4	347	351
Criminal negligence.....	44	89	133
Motor manslaughter.....	1	4	5
Other offences.....	66	172	238
Failure to satisfy a judgment.....	912	336	1,248
Cancellation of proof of financial responsibility.....	1,371	1,793	3,164
<b>TOTAL.....</b>	<b>10,268</b>	<b>14,067</b>	<b>24,335</b>

\* Including suspensions applied prior to 1959.

† Suspensions which had been in effect for at least two years. Proof of financial responsibility no longer required.

‡ Suspensions cancelled for various reasons, e.g. convictions quashed on appeal or inaccurately reported.

**TABLE 17: TYPE OF FINANCIAL RESPONSIBILITY FILED, 1959**

TYPE	NUMBER
Vehicle policy insurance certificate.....	8,259
Driver's policy insurance certificate.....	1,991
Fleet insurance certificate.....	9
P.C.V. or P.V. insurance certificate.....	7
Surety bonds.....	2
Money or securities.....	
<b>TOTAL.....</b>	<b>10,268</b>

**Services Division**

Tables 18–22, showing the operation of the demerit point system, were prepared with the co-operation of the Research Branch.

TABLE 18: STANDING OF DRIVERS UNDER THE DEMERIT POINT SYSTEM  
AT THE END OF EACH MONTH—APRIL-DECEMBER, 1959

No. of Points	DEPARTMENTAL ACTION	DATE									
		APRIL 30	MAY 31	JUNE 30	JULY 31	AUG. 31	SEPT. 30	OCT. 31	Nov. 30	DEC. 31	
0		2,028,040	2,068,006	2,097,641	2,119,133	(No. of Drivers) 2,133,221	2,140,018	2,144,324	2,145,669	2,145,150	
2	Recorded only	643	2,249	3,895	5,901	7,716	9,532	12,378	14,357	16,764	
3	"	5,883	15,941	24,775	36,308	46,219	59,172	71,288	81,496	90,713	
4	"		2	7	17	29	50	63	88	106	
5	"	449	1,381	2,186	3,419	4,480	6,323	7,111	8,237	8,893	
6	Warning notice sent	5	95	328	578	995	1,588	2,222	2,953	3,460	
7	"				22	43	48	72	100	120	
8	"	1	7	26	103	168	274	468	635	775	
9	Personal interview	64	163	242	392	527	734	938	1,133	1,336	
10	"				4	24	38	66	84	103	
11	"				5	10	21	46	73	92	
12 or more.....	Suspended for 3 months			3	6	18	35	49	66	89	
	TOTAL	2,035,085	2,087,844	2,129,103	2,165,888	2,193,450	2,217,833	2,239,025	2,254,891	2,267,601	

NOTE: The numbers of drivers with 2-5 points were estimated.

TABLE 19: AUTOMATIC SUSPENSIONS UNDER THE HIGHWAY TRAFFIC ACT  
APRIL 1-DECEMBER 31, 1959

OFFENCE	NO. OF POINTS	MONTH										TOTAL
		APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.		
Criminal negligence.....	12	5	15	7	5	10	13	11	13	15	94	
Driving while intoxicated.....	12	64	73	78	75	55	82	78	75	85	665	
Impaired driving.....	12	519	654	437	651	606	791	773	713	909	6,053	
Obtaining licence by misrepresentation.....	12	5	9	24	20	54	57	41	30	26	266	
TOTAL.....		593	751	546	751	725	943	903	831	1,035	7,078	
Suspensions by accumulation of points.....		.....	.....	3	3	12	17	14	17	23	89	
GRAND TOTAL.....		593	751	549	754	737	960	917	848	1,058	7,167	

TABLE 20: AUTOMATIC SUSPENSIONS UNDER THE HIGHWAY TRAFFIC ACT  
CUMULATIVE TOTAL AT END OF EACH MONTH—APRIL-DECEMBER, 1959

OFFENCE	No. of POINTS	DATE									
		APRIL 30	MAY 31	JUNE 30	JULY 31	AUG. 31	SEPT. 30	OCT. 31	NOV. 30	DEC. 31	
Criminal negligence.....	12	5	20	27	32	42	55	66	79	94	
Driving while intoxicated.....	12	64	137	215	290	345	427	505	580	665	
Impaired driving.....	12	519	1,173	1,610	2,261	2,867	3,658	4,431	5,144	6,053	
Obtaining licence by misrepresentation.....	12	5	14	38	58	112	169	210	240	266	
TOTAL.....		593	1,344	1,890	2,641	3,366	4,309	5,212	6,043	7,078	
Suspensions by accumulation of points.....		.....	.....	3	6	18	35	49	66	89	
GRAND TOTAL.....		593	1,344	1,893	2,647	3,384	4,344	5,261	6,109	7,167	



TABLE 21: CONVICTIONS WITHIN POINT SYSTEM REGULATIONS  
BY MONTH AND NATURE OF OFFENCE—APRIL 1,—DECEMBER 31, 1959

OFFENCE	No. of POINTS	MONTH										TOTAL
		APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.		
Failure to remain at scene of accident.....	9	64	99	72	101	115	137	156	135	145	1,024	
Careless driving.....	5	338	691	599	997	903	1,125	1,079	975	830	7,537	
Racing.....	5	7	8	2	13	17	14	16	10	8	95	
Exceeding speed limit by 30 mph or more.....	5	104	231	185	272	191	269	270	212	152	1,886	
Exceeding speed limit by more than 10 mph.....	3	3,068	5,656	5,116	7,092	6,460	9,019	8,377	6,841	5,097	56,726	
Failure to yield right of way.....	3	63	103	123	198	175	212	228	199	132	1,433	
Failure to obey stop sign or signal.....	3	2,730	4,449	4,113	4,992	4,328	5,738	4,961	5,195	5,265	41,771	
Failure to report an accident when involved.....	3	34	44	38	60	46	76	69	89	63	519	
Improper passing.....	2	114	191	215	293	350	374	414	346	274	2,571	
Failure to share road.....	2	38	84	71	101	110	146	132	127	102	911	
Improper turn (right).....	2	26	117	113	143	149	164	152	123	154	1,141	
Improper turn (left).....	2	99	285	342	397	324	464	429	417	483	3,240	
Failure to signal.....	2	51	134	84	86	98	134	147	107	115	956	
Following too closely.....	2	78	135	130	192	207	264	264	295	242	1,807	
Failure to stop for school bus.....	2	1	6	7	5	1	9	39	31	37	136	
Unnecessarily slow driving.....	2	6	11	3	9	11	15	7	3	3	68	
Improper passing of street car.....	2	2	.....	8	11	16	18	20	22	28	125	
Improper opening of vehicle door.....	2	20	21	13	21	26	18	27	22	25	193	
Pedestrian cross-over violation.....	2	5	120	230	230	177	213	228	210	345	1,758	
Driving wrong way on one-way street.....	2	125	277	293	348	260	407	347	344	405	2,806	
Driving left of centre when prohibited.....	2	51	177	156	241	192	311	257	177	141	1,703	
Improper driving on laned highway.....	2	28	60	28	35	20	40	28	24	53	316	
Lack of caution meeting animals.....	2	.....	.....	1	.....	.....	.....	1	.....	.....	2	
TOTAL OFFENCES UNDER POINT SYSTEM, NOT INCLUDING AUTOMATIC SUSPENSIONS.....		7,052	12,899	11,942	15,837	14,176	19,167	17,648	15,904	14,099	128,724	
TOTAL OFFENCES RESULTING IN AUTOMATIC SUSPENSION..	12	593	751	546	751	725	943	903	831	1,035	7,078	
GRAND TOTAL.....		7,645	13,650	12,488	16,588	14,901	20,110	18,551	16,735	15,134	135,802	

TABLE 22: CONVICTIONS WITHIN POINT SYSTEM REGULATIONS  
**CUMULATIVE TOTAL AT END OF EACH MONTH, BY NATURE OF OFFENCE—APRIL–DECEMBER, 1959**

OFFENCE	No. of Points	DATE											
		APRIL 30	MAY 31	JUNE 30	JULY 31	AUG. 31	SEPT. 30	OCT. 31	NOV. 30	DEC. 31			
Failure to remain at scene of accident.....	9	64	163	235	336	451	588	744	879	1,024			
Careless driving.....	5	338	1,029	1,628	2,625	3,528	4,653	5,732	6,707	7,537			
Racing.....	5	7	15	17	30	47	61	77	87	95			
Exceeding speed limit by 30 mph or more.....	5	104	335	520	792	983	1,252	1,522	1,734	1,886			
Exceeding speed limit by more than 10 mph.....	3	3,068	8,724	13,840	20,932	27,392	36,411	44,788	51,629	56,726			
Failure to yield right of way.....	3	63	166	289	487	662	874	1,102	1,301	1,433			
Failure to obey stop sign or signal.....	3	2,730	7,179	11,292	16,284	20,612	26,350	31,311	36,506	41,771			
Failure to report an accident when involved.....	3	34	78	116	176	222	298	367	456	519			
Improper passing.....	2	114	305	520	813	1,163	1,537	1,951	2,297	2,571			
Failure to share road.....	2	38	122	193	294	404	550	682	809	911			
Improper turn (right).....	2	26	143	256	399	548	712	864	987	1,141			
Improper turn (left).....	2	99	384	726	1,123	1,447	1,911	2,340	2,757	3,240			
Failure to signal.....	2	51	185	269	355	453	587	734	841	956			
Following too closely.....	2	78	213	343	535	742	1,006	1,270	1,565	1,807			
Failure to stop for school bus.....	2	1	7	14	19	20	29	68	99	136			
Unnecessarily slow driving.....	2	6	17	20	29	40	55	62	65	68			
Improper passing of street car.....	2	2	2	10	21	37	55	75	97	125			
Improper opening of vehicle door.....	2	20	41	54	75	101	119	146	168	193			
Pedestrian cross-over violation.....	2	5	125	355	585	762	975	1,203	1,413	1,758			
Driving wrong way on one-way street.....	2	125	402	695	1,043	1,303	1,710	2,057	2,401	2,806			
Driving left of centre when prohibited.....	2	51	228	384	625	817	1,128	1,385	1,562	1,703			
Improper driving on laned highway.....	2	28	88	116	151	171	211	239	263	316			
Lack of caution meeting animals.....	2	.....	.....	1	1	1	1	2	2	2			
TOTAL OFFENCES UNDER POINT SYSTEM, NOT INCLUDING AUTOMATIC SUSPENSIONS.....													
TOTAL OFFENCES RESULTING IN AUTOMATIC SUSPENSION.....	12	7,052	19,951	31,893	47,730	61,906	81,073	98,721	114,625	128,724			
GRAND TOTAL.....		593	1,344	1,890	2,641	3,366	4,309	5,212	6,043	7,078			
		7,645	21,295	33,783	50,371	65,272	85,382	103,933	120,668	135,802			

**TABLE 23: CONVICTIONS AND COMMITTALS FOR TRIAL  
UNDER THE HIGHWAY TRAFFIC ACT IN 1959**

SECTION OF ACT	OFFENCE	NUMBER
3	Failure to register a motor vehicle.....	525
4-1, 25-3, Reg. 23	Obtain licence fraudulently.....	508
4-2	Failure to notify change of address.....	2,436
5	Failure to have number plates.....	5,657
6	Failure to notify Department of change of ownership.....	2,107
7	Improper use of number plates.....	1,185
10	Improper lights.....	8,636
12	Defective brakes.....	4,994
13	Faulty equipment (mirror, windshield, etc.).....	1,397
17	Unnecessary noise.....	8,225
19	Excessive width and length of vehicle.....	1,248
20a, 20b	Unsafe vehicle.....	568
21	Failure to have chauffeur's licence.....	407
23	Failure to produce chauffeur's licence.....	133
25-2	Unlawful possession of permit.....	179
26, 27q	No garage licence.....	25
28	Speeding (a) 31 mph. or more over limit.....	2,098
	(b) 11 mph. up to 30 mph. over limit.....	62,495
	(c) Up to 10 mph. over limit.....	83,258
29	Careless driving.....	7,818
30	Racing.....	112
32	Unnecessarily slow driving.....	114
34	Overweight re tires.....	228
36	Load in excess of permit issued.....	12,213
38	Overhanging load.....	1,272
40	No name of owner on commercial vehicle.....	3,261
41-1, 3a, 4a, 18	Failure to yield right of way.....	1,776
41-1 (d-h)	Failure to signal for turn.....	1,128
41-1 (b)	Improper right turn.....	1,260
41-1 (a) (c) (cc) (ccc)	Improper left turn.....	5,553
41-2, 3	Failure to obey stop sign or signal light.....	55,409
41-5, 42	Improper driving where highway divided into lanes.....	367
41-6	Wrong way on one-way street.....	3,275
41-8, 9, 10	Failure to share the road.....	1,240
41-5a, 5b, 11, 15, 16	Improper passing.....	3,209
41-15a	Driving to the left of centre of highway.....	1,798
41-16a, 17, 19	Following too closely.....	2,126
41-19b	Improper opening of vehicle doors.....	210
41	Others.....	17,838
41B (3)	Passing school bus.....	145
43-6, 7	Failure to have flares or warning lights.....	170
43	Others.....	1,595
45, 46	Passing street cars or horses improperly.....	189
47, 47a	Littering highway and soliciting rides.....	164
52	Operation of motor vehicle by person under 16.....	70
68	Driving while permit or licence suspended.....	13
75	Failure to have operator's licence.....	8,572
76	Failure to produce operator's licence.....	5,211
110	Failure to report an accident.....	646
	Pedestrian cross-walks (by-law).....	1,952
	Other offences.....	1,560
TOTAL.....		326,575

**TABLE 24: CONVICTIONS AND COMMITTALS FOR TRIAL  
UNDER THE CRIMINAL CODE (CANADA), IN 1959**

SECTION OF ACT	OFFENCE	NUMBER
191	Criminal negligence.....	12
192	Causing death by criminal negligence.....	10
193	Causing bodily harm by criminal negligence.....	95
207	Motor manslaughter.....	1,276
221 (1)	Criminal negligence.....	853
221 (2)	Leaving scene of accident.....	7,565
222	Driving while intoxicated.....	2,243
223	Driving while ability impaired.....	
225	Driving while disqualified.....	
TOTAL.....		12,054

**TABLE 25: SUMMARY OF CONVICTIONS AND COMMITTALS  
FOR TRIAL, 1955-1959**

STATUTE	1955	1956	1957	1958	1959
Highway Traffic Act.....	220,562	297,410	237,659	336,878	326,575
Criminal Code (Canada).....	8,810	11,473	12,445	13,157	12,054
TOTAL.....	229,372	308,883	250,104	350,035	338,629

**TABLE 26: DRIVERS SUSPENDED PENDING FILING OF PROOF OF  
FINANCIAL RESPONSIBILITY, 1955-1959**

OFFENCE	1955	1956	1957	1958	1959
Speeding.....	37	100	122	136	83
No driver's licence.....	648	563	523	590	620
Improper lights.....	22	15	24	22	21
Defective brakes.....	160	162	120	131	159
Improper turning, signalling, etc.....	1,048	1,298	1,365	1,580	2,254
Failure to report an accident.....	215	253	294	271	292
Careless driving.....	3,743	4,785	5,184	4,868	2,765
Reckless or dangerous driving*.....	153				
Leaving scene of accident.....	905	974	864	1,108	1,173
Driving while intoxicated.....	1,230	1,255	1,169	1,245	927
Driving while ability impaired.....	6,666	7,704	8,163	9,283	8,233
Theft of motor vehicle.....	397	228	57	2	
Motor manslaughter.....	10	1		1	
Criminal negligence.....	141	182	177	160	155
Other offences.....	79	92	203	108	177
Failure to satisfy a judgment.....	1,594	1,576	1,794	2,827	2,451
Cancellation of proof of F.R.†.....	2,384	2,276	3,078	3,251	2,621
TOTAL.....	19,432	21,464	23,137	25,583	21,931

\* Removed from Criminal Code April 1, 1955.

† Proof of financial responsibility filed, but cancelled before two-year period expired.



**TABLE 27: SUSPENSIONS OF DRIVERS' LICENCES, 1958 AND 1959**

CAUSE OF SUSPENSION	1958	1959	CHANGE %
By judge or magistrate as penalty upon conviction for:			
Driving while intoxicated.....	152	110	
Impaired driving.....	1,197	738	
Careless driving.....	2,485	1,137	
Failure to remain at scene of accident.....		50	
Criminal negligence.....	82	70	
Others.....	164	158	
TOTAL.....	4,080	2,263	-44.5
Demerit Point System*.....		89	
<b>Section 25 H.T.A.</b>			
Mental or physical condition.....	174	203	
Re-examination of driving ability.....	213	66	
Operating record.....	819	823	
TOTAL.....	1,206	1,092	- 9.5
<b>Section 54 H.T.A.</b>			
Automatic suspensions for driving while intoxicated.....	1,037	794	-23.4
<b>Section 54A, H.T.A.</b>			
Automatic suspensions for driving while ability impaired.....	7,573	7,169	
Criminal negligence.....	53	71	
TOTAL.....	7,626	7,240	- 5.1
<b>Section 81 (1) H.T.A.</b>			
Suspensions until proof of financial responsibility filed†....	9,274	8,699	- 6.2
<b>Section 82 (1) H.T.A.</b>			
Failure to pay judgment.....	2,827	2,451	-13.3
GRAND TOTAL.....	26,050	22,628	-13.1

\* Through accumulation of 12 or more points.

† With the exception of the demerit point system and Section 25 H.T.A., all other suspensions in this table required proof of financial responsibility before reinstatement. In these cases, where the drivers concerned had motor vehicles registered in their names, the permits for these vehicles were also suspended.

**TABLE 28: EFFECTIVE PERIODS OF SUSPENSION, 1955-1959**

PERIOD	1955	1956	1957	1958	1959
Not more than three months.....	3,929	5,764	6,012	6,654	5,667
More than three months, but not more than six months.....	2,408	4,364	4,511	4,643	3,863
More than six months, but not more than one year.....	796	1,379	1,479	1,572	1,120
More than one year, but not more than two years.....	144	233	227	317	268
More than two years, but not more than three years.....	104	134	125	120	67
Indefinite.....	586	743	684	644	493
Until judgment paid.....	1,594	1,576	1,794	2,827	2,451
Until proof of financial responsibility filed.....	10,509	8,009	8,902	9,273	8,699
TOTAL.....	20,070	22,202	23,734	26,050	22,628

**TABLE 29: ABSTRACTS OF DRIVERS' RECORDS ISSUED TO VARIOUS AGENCIES\*, 1957-1959**

YEAR	NUMBER
1957	37,411
1958	51,911
1959	60,936

\* Police departments, insurance companies and prospective employers.

## RESEARCH BRANCH

### Truck, Tractor and Trailer Registrations—Ontario, Licence Year 1956

Tables 30-36 provide for the first time a classification of commercial motor vehicles and trailers registered in Ontario by such factors as type of fuel used, number of axles, total tare weight and ownership location; trucks and tractors are treated as separate classes. Information of this kind will assist performance of some of the Department's most important functions, such as taxation, enforcement and research. It is hoped it will also prove of interest to operators and others concerned with motor transport.

The total population of trucks, tractors and trailers registered in the Province during the licence year 1956 was classified with the aid of data processing equipment. The tables given here represent a somewhat arbitrary selection from a very large number of possible alternatives. They are those which at the moment appear of the most interest. However, if required, many different tabulations can be prepared from the punched cards which now exist.

Similar analyses for the 1957 and 1958 licence years, based in general upon a sample of about 22%, are now almost complete. These will include buses.

Very small differences exist between the numbers of (i) trucks and tractors, (ii) trailers appearing in Tables 30-36 and those shown for 1956 in Table 2. These are due partly to the fact that key punch operators in the Research Branch Data Processing Section had had no previous experience in interpreting registration data and partly to a certain number of errors which were discovered in the registration books.

**TABLE 30: TRUCKS AND TRACTORS BY REGISTERED GROSS WEIGHT  
AND TYPE OF FUEL USED—ONTARIO, LICENCE YEAR 1956**

GROSS WEIGHT (POUNDS)	TRUCKS		TRACTORS		TOTAL		GRAND TOTAL
	GASOLINE	DIESEL	GASOLINE	DIESEL	TRUCKS	TRACTORS	
4,000 or less	50,812	1	160	.....	50,813	160	50,973
4,001- 5,000	109,992	6	115	.....	109,998	115	110,113
5,001- 6,000	26,183	9	203	3	26,192	206	26,398
6,001- 7,000	10,229	3	182	1	10,232	183	10,415
7,001- 8,000	9,757	2	170	6	9,759	176	9,935
8,001-10,000	12,380	3	464	5	12,383	469	12,852
10,001-12,000	7,711	3	762	1	7,714	763	8,477
12,001-14,000	5,717	1	241	7	5,718	248	5,966
14,001-16,000	9,790	4	886	8	9,794	894	10,688
16,001-18,000	5,727	1	482	4	5,728	486	6,214
18,001-20,000	6,658	1	817	11	6,659	828	7,487
20,001-22,000	10,541	17	1,681	23	10,558	1,704	12,262
22,001-24,000	5,123	15	1,593	82	5,138	1,675	6,813
24,001-26,000	1,662	4	494	15	1,666	509	2,175
26,001-28,000	4,798	58	3,304	712	4,856	4,016	8,872
28,001-30,000	125	4	8	5	129	13	142
30,001-32,000	88	1	2	1	89	3	92
32,001-34,000	284	2	14	.....	286	14	300
34,001-36,000	667	10	84	54	677	138	815
36,001-38,000	1,419	30	637	145	1,449	782	2,231
38,001 and over	20	.....	.....	.....	20	.....	20
Not Stated	1,062	5	27	1	1,067	28	1,095
TOTAL	280,745	180	12,326	1,084	280,925	13,410	294,335

NOTE: As diesel vehicles are sometimes mistakenly reported on registration as gasoline powered, the diesel figures should be regarded as understated, the gasoline figures as overstated by a corresponding amount.

**TABLE 31: ELECTRIC TRUCKS\* BY REGISTERED GROSS WEIGHT  
ONTARIO, LICENCE YEAR 1956**

GROSS WEIGHT (POUNDS)	NUMBER
4,000 or less.....	6
4,001- 5,000.....	7
5,001- 6,000.....	23
6,001- 7,000.....	4
7,001- 8,000.....	7
8,001-10,000.....	.....
10,001-12,000.....	.....
12,001-14,000.....	.....
14,001-16,000.....	.....
16,001-18,000.....	.....
18,001-20,000.....	.....
20,001-22,000.....	.....
22,001-24,000.....	1
TOTAL.....	48

\* These trucks are tabulated separately, because only a breakdown by registered gross weight was possible and it was not desired to disturb the agreement of totals for other trucks.

**TABLE 32: TRAILERS BY REGISTERED GROSS WEIGHT  
ONTARIO, LICENCE YEAR 1956**

GROSS WEIGHT (POUNDS)	NUMBER
2,000 or less.....	75,435
2,001- 4,000.....	3,941
4,001- 6,000.....	1,895
6,001- 8,000.....	1,296
8,001-10,000.....	537
10,001-12,000.....	684
12,001-14,000.....	446
14,001-16,000.....	2,895
16,001-18,000.....	3,584
18,001-20,000.....	145
20,001-22,000.....	160
22,001-24,000.....	75
24,001-26,000.....	81
26,001-28,000.....	1,007
28,001-30,000.....	7,519
30,001-32,000.....	5
32,001-34,000.....	18
34,001-36,000.....	4
36,001-38,000.....	244
38,001 and Over.....	
Not Stated.....	107
TOTAL.....	100,078

**TABLE 33: TRUCKS AND TRACTORS BY REGISTERED GROSS WEIGHT  
AND NUMBER OF AXLES—ONTARIO, LICENCE YEAR 1956**

GROSS WEIGHT (POUNDS)	TRUCKS		TRACTORS		TOTAL		GRAND TOTAL
	2 AXLES	3 AXLES	2 AXLES	3 AXLES	TRUCKS	TRACTORS	
4,000 or less	50,813	.....	160	.....	50,813	160	50,973
4,001- 5,000	109,998	.....	115	.....	109,998	115	110,113
5,001- 6,000	26,192	.....	206	.....	26,192	206	26,398
6,001- 7,000	10,232	.....	183	.....	10,232	183	10,415
7,001- 8,000	9,759	.....	176	.....	9,759	176	9,935
8,001-10,000	12,383	.....	469	.....	12,383	469	12,852
10,001-12,000	7,704	10	763	.....	7,714	763	8,477
12,001-14,000	5,698	20	246	2	5,718	248	5,966
14,001-16,000	9,774	20	892	2	9,794	894	10,688
16,001-18,000	5,709	19	486	.....	5,728	486	6,214
18,001-20,000	6,614	45	824	4	6,659	828	7,487
20,001-22,000	10,492	66	1,697	7	10,558	1,704	12,262
22,001-24,000	5,085	53	1,670	5	5,138	1,675	6,813
24,001-26,000	1,620	46	504	5	1,666	509	2,175
26,001-28,000	4,746	110	4,003	13	4,856	4,016	8,872
28,001-30,000	.....	129	.....	13	129	13	142
30,001-32,000	.....	89	.....	3	89	3	92
32,001-34,000	.....	286	.....	14	286	14	300
34,001-36,000	.....	677	.....	138	677	138	815
36,001-38,000	.....	1,449	.....	782	1,449	782	2,231
38,001 and Over	.....	20	.....	.....	20	.....	20
Not Stated	964	103	26	2	1,067	28	1,095
TOTAL	277,783	3,142	12,420	990	280,925	13,410	294,335



**TABLE 34: TRUCKS AND TRACTORS, NUMBER AND TOTAL TARE WEIGHT, BY REGISTERED GROSS WEIGHT—ONTARIO, LICENCE YEAR 1956**

GROSS WEIGHT (POUNDS)	TRUCKS		TRACTORS		TOTAL	
	No.	TARE WEIGHT (TONS)	No.	TARE WEIGHT (TONS)	No.	TARE WEIGHT (TONS)
4,000 or less	50,813	78,225	160	240	50,973	78,465
4,001- 5,000	109,998	187,423	115	236	110,113	187,659
5,001- 6,000	26,192	54,167	206	505	26,398	54,672
6,001- 7,000	10,232	24,725	183	503	10,415	25,228
7,001- 8,000	9,759	26,640	176	537	9,935	27,177
8,001-10,000	12,383	38,743	469	1,853	12,852	40,596
10,001-12,000	7,714	26,818	763	3,586	8,477	30,404
12,001-14,000	5,718	20,999	248	942	5,966	21,941
14,001-16,000	9,794	36,562	894	3,531	10,688	40,093
16,001-18,000	5,728	22,703	486	2,017	6,214	24,720
18,001-20,000	6,659	27,165	828	3,519	7,487	30,684
20,001-22,000	10,558	45,674	1,704	7,327	12,262	53,001
22,001-24,000	5,138	23,390	1,675	7,370	6,813	30,760
24,001-26,000	1,666	7,978	509	2,316	2,175	10,294
26,001-28,000	4,856	23,058	4,016	18,875	8,872	41,933
28,001-30,000	129	826	13	64	142	890
30,001-32,000	89	608	3	18	92	626
32,001-34,000	286	2,132	14	92	300	2,224
34,001-36,000	677	5,372	138	1,001	815	6,373
36,001-38,000	1,449	12,339	782	6,256	2,231	18,595
38,001 and Over	20	217*	.....	.....	20	217
Not Stated	1,067	2,538†	28	127‡	1,095	2,665
TOTAL	280,925	668,302	13,410	60,915	294,335	729,217

\* Estimate of average weight based on sample of two. Somewhat large with respect to other estimates.

† Total tare weight calculated by multiplying weighted mean for vehicles in all other groups by 1,067.

‡ Total tare weight calculated by multiplying weighted mean for vehicles in all other groups by 28.

TABLE 35: TRAILERS\* BY TARE WEIGHT  
ONTARIO, LICENCE YEAR 1956

TARE WEIGHT (POUNDS)	NUMBER
1,000- 1,999	510
2,000- 2,999	724
3,000- 3,999	909
4,000- 4,999	1,169
5,000- 5,999	2,283
6,000- 6,999	2,060
7,000- 7,999	2,236
8,000- 8,999	2,552
9,000- 9,999	2,273
10,000-10,999	1,652
11,000-11,999	1,791
12,000-12,999	1,438
13,000-13,999	650
14,000-14,999	139
15,000-15,999	102
16,000-16,999	65
17,000-17,999	65
18,000-18,999	46
19,000-19,999	10
20,000-20,999	9
21,000-21,999	19
TOTAL	20,702

\* Excluding trailers with a **gross** registered weight of 4,000 pounds and less, for which estimates could not be made.

TABLE 36: TRUCKS AND TRACTORS BY OWNERSHIP LOCATION  
ONTARIO, LICENCE YEAR 1956

PROVINCE OR STATE	TRUCKS	TRACTORS	TOTAL
<b>Canada:</b>			
Alberta.....	21	171	192
British Columbia.....	21	9	30
Manitoba.....	271	657	928
New Brunswick.....	10	10	20
Nova Scotia.....	10	.....	10
Ontario.....	279,417	11,170	290,587
Quebec.....	707	286	993
Saskatchewan.....	21	19	40
<b>U.S.A.:</b>			
Florida.....	11	38	49
Illinois.....	.....	9	9
Indiana.....	10	10	20
Massachusetts.....	10	.....	10
Michigan.....	239	286	525
Missouri.....	.....	19	19
New Jersey.....	.....	20	20
New York.....	145	601	746
Ohio.....	21	19	40
Oklahoma.....	.....	9	9
Pennsylvania.....	11	67	78
Texas.....	.....	10	10
TOTAL	280,925	13,410	294,335

NOTE: The entries in the body of the table and in the total column are estimates based on samples.  
The ratios observed within the truck and tractor classes were "blown up" to conform with the totals for these classes, which were discovered through a card count.

### Some Comments on Accident Statistics

The purpose of these brief notes is to indicate some of the difficulties of correctly interpreting recorded accident statistics. Unless all relevant circumstances are taken into account, invalid comparisons may be made and wrong conclusions drawn.

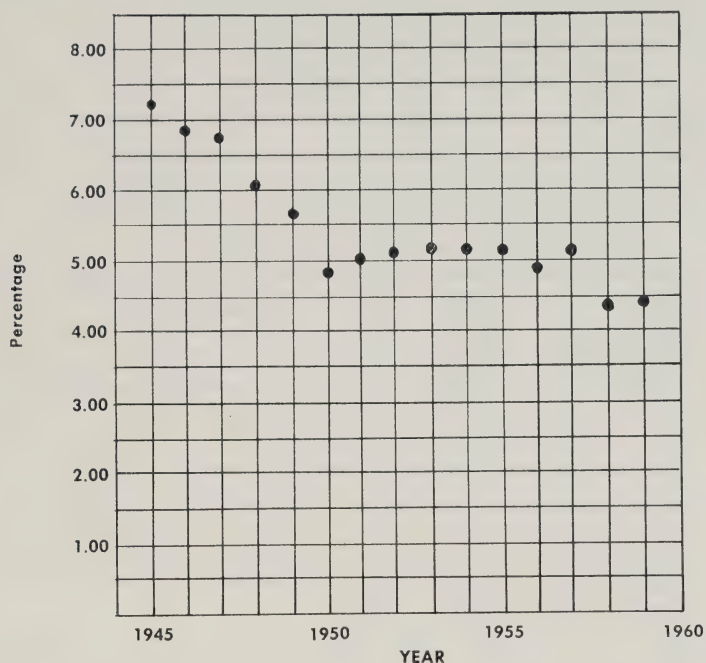
It is common practice, in Ontario and other jurisdictions, to relate fatal accidents and deaths to the number of 100 million vehicle miles travelled. This measure has some logical validity. Rates so calculated for different years may be accurate from the purely arithmetical standpoint. However, as soon as they are used to assess changes in driver or pedestrian behaviour, there is a danger of misinterpretation. The danger stems from failure of the measure to take account of the part played by factors lying beyond its scope. Where an adequate study has not been previously made, missing information regarding these factors is usually impossible to obtain, although it may be of crucial importance. For this reason, a steady fall in the number of fatal accidents per 100 million vehicle miles over a ten-year period cannot, by itself, be interpreted as revealing an improvement in driving behaviour. From a great number of alternative possibilities, two may be cited as examples. Over the period in question, drivers may have become progressively more careless, with this deterioration more than offset by improvements in other directions. Among the latter may be mentioned the elimination of railway crossings and dangerous road intersections, the discovery of new life-saving drugs coupled with advances in surgery, the building of more hospitals — leading to a reduction in the time required to bring badly injured persons to operating theatres, and an improvement in pedestrian behaviour. In the second example, a sharp increase in the number of fatal accidents may have been accompanied by an even greater proportionate rise in vehicle miles travelled. The latter increase may have occurred mainly on rural highways where, relative to distance travelled, there was less opportunity for collisions. To this extent, the effects of worse driving will be masked. These are hypothetical examples, but the principles they illustrate are of general application.

In regard to Tables 37 and 46, it may be well to emphasize that the former deals with fatal accidents as such, whereas the latter relates to persons killed or injured as a result of them. Although there appears to be high, direct correlation between these two sets of data, they are not the same. As a guide to accident prevention, figures of the accidents themselves are rather more significant.

It will be noted from Table 37 that fatal accidents are only a small proportion of total accidents. From the human viewpoint, they are, of course, of much greater relative importance. However, personal injury accidents have an importance of their own. Some traffic engineers believe that they should be combined with fatal accidents, on the ground that in many cases chance alone determines whether an accident results in death or only personal injury. While this is undoubtedly true, over the period 1950–1959 the ratio of fatal accidents to all accidents involving death or injury to persons was fairly constant. Given the situation where a serious mishap was inevitable, the chance of its resulting in one or more deaths was a little less than 5 in 100 over the ten years in question.

The immediate postwar period showed worse odds. Fatal accidents in 1945 formed 7.2% of all accidents (excluding property damage only). Thereafter, the proportion fell steadily until 1950. The average for the last decade has been 4.9%. It is to be hoped that the still lower percentages for the last two of these years (1958 and 1959) indicate a renewal of the downward trend.

# FATAL ACCIDENTS AS A PERCENTAGE OF FATAL AND PERSONAL INJURY ACCIDENTS COMBINED



Data derived from Table 37

Once a driver has entered a critical situation, the outcome is largely beyond his control. This is the point where the condition of the vehicle, the health of those concerned and social circumstances (such as the proximity of a hospital) become of primary importance. Where effective safety devices can be found and incorporated in vehicle design, they will tend to reduce still further the percentage of fatal accidents. It may be noted in this connection that the period 1945–1950 was one when obsolete and poorly maintained equipment left over from the war years was being replaced. During these years, the substitution of better vehicles may have had a beneficial effect similar to that of efficient safety devices. Other factors, such as the medical advances mentioned earlier, may also have played their part.

There are two features of fatal accidents (indeed, of all accidents) which may have been insufficiently considered in the past, when interpreting changes in the accident situation. These are the marked seasonal pattern, and the fact that peaks and low points do not occur at precisely the same times in different years.

Study of Table 39 reveals that in 1958 and 1959 fatal accidents were at their lowest point in February. After that, they rose fairly steadily to a peak in the third quarter of the year. The same seasonal pattern is found in other years. However, it should be noted that the highest point in 1958 was reached



in November, whereas in 1959 it occurred one month earlier, in October. Too great importance should not be attached to the fact that in a particular year the number of fatal or other accidents differs appreciably from that at other times of the same year, nor to the circumstance that its peaks and low points do not occur in the same months as in previous years. It is the long-term trend in accidents which is significant. If possible, it should be measured in such a way that all important influences, such as changes in the number of vehicle miles travelled, are taken into account.

At the moment, it is only possible to speculate as to the factors responsible for the seasonal pattern of accidents and random fluctuations about it. They probably include the weather and certain practices of Ontario citizens, such as their mass movement during summer weekends to cottages and holiday resorts. It is clear that close correspondence between the weather pattern of one year and that of other years cannot reasonably be expected.

In Table 50, drivers in accidents are classified by driving experience. The surprising feature of this table is the small number appearing in the 6-12 months' experience group: there are only 977. In the two 3-month groups which precede it, 0-3 months and 3-6 months, drivers number 2,448 and 2,797 respectively. To compare them with those in the six-month group, the two figures should be combined; this yields a total of 5,245. The next group is 1-4 years, believed to contain drivers with from 1-4½ years' experience. For the purpose of rough comparison, the 30,151 drivers in this three and a half year span can be divided into seven 6-month groups, yielding an average of 4,307 drivers. This figure is of the same order of magnitude as that for the 0-6 month group. It would thus appear that persons with from 6-12 months' experience are some 4 or 5 times better drivers than they were a few months before, or will be a few months hence.

If a reason is sought, it may be argued that these drivers are not only more competent than they were during their first six months, but still retain the beginner's caution which they will lose later. This may well be part of the explanation, but it would be surprising if it accounted entirely for the large difference observed. Two other explanations might be advanced. The first is that 1959 was a "freak" year, but this is disproved by the annual recurrence of the same general pattern. The second is that there are many fewer drivers in this group, so that the number exposed to traffic risks is much smaller. However, even if this relationship existed in a particular year, it could not be expected to continue year after year. Another part of the total explanation may be that each year most new drivers obtain their licences from the beginning of June onwards. Their first six months' driving is carried out during the worst period of the year, from the standpoint of accidents. Their next six months' experience is gained either wholly, or almost entirely, during the first half of the following year. During this period accidents are less frequent, particularly in April.

Other aspects of the accident tables are too numerous for treatment in an annual report. They raise questions which could, if opportunity offered, be further studied. For this reason, the tables should be examined critically.

A brief attempt has been made to indicate some of the limitations of general tables, when answers to specific questions are required. It is here that modern statistics, with its emphasis on the designed experiment and random sampling, may sometimes give profitable assistance. None the less, tables which do not meet the severest criteria can still be of value, provided they are read with some knowledge of the factors underlying them.

# HIGHWAY SAFETY BRANCH

## Vehicle Accident Statistics Division

TABLE 37: NATURE OF ACCIDENTS—ONTARIO, 1945–1959

YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE ONLY		TOTAL	
	No.	INDEX No. (1945 = 100)	No.	INDEX No. (1945 = 100)	No.	INDEX No. (1945 = 100)	No.	INDEX No. (1945 = 100)
1945	547	100	7,085	100	5,826	100	13,458	100
1946	629	115	8,541	121	8,186	141	17,356	129
1947	664	121	9,165	129	12,464	214	22,293	166
1948	673	123	10,571	149	16,162	277	27,406	204
1949	725	133	12,126	171	21,621	371	34,472	256
1950	<b>678</b>	<b>124</b>	13,871	196	29,132	500	43,681	325
1951	824	151	15,653	221	38,443	660	54,920	408
1952	893	163	16,300	230	41,322	709	58,515	435
1953	920	168	16,639	235	48,307	829	65,866	489
1954	<b>897</b>	<b>164</b>	16,810	237	<b>44,802</b>	<b>769</b>	<b>62,509</b>	<b>464</b>
1955	971	178	17,905	253	<b>44,343</b>	<b>761</b>	63,219	470
1956	1,008	184	19,358	273	51,033	876	71,399	531
1957	1,089	199	20,433	288	54,780	940	76,302	567
1958	<b>965</b>	<b>176</b>	20,575	290	55,344	950	76,884	571
1959	1,006	184	21,502	303	59,010	1,013	81,518	606

NOTE: Each figure in **bold** type is lower than the corresponding figure for the previous year.

TABLE 38: ALL ACCIDENTS BY MONTHS—ONTARIO, 1958 AND 1959

MONTH	1958		1959		% CHANGE IN No. OF ACCIDENTS
	No.	%	No.	%	
January.....	6,697	8.7	7,584	9.3	+13.2
February.....	6,646	8.6	6,872	8.4	+ 3.4
March.....	4,698	6.1	6,052	7.4	+28.8
(1st Quarter).....	(18,041)	(23.4)	(20,508)	(25.1)	(+13.7)
April.....	4,546	5.9	4,039	4.9	−11.2
May.....	5,620	7.3	5,597	6.9	− 0.4
June.....	5,723	7.4	5,798	7.1	+ 1.3
(2nd Quarter).....	(15,889)	(20.6)	(15,434)	(18.9)	(− 2.9)
July.....	6,040	7.9	5,922	7.3	− 2.0
August.....	6,574	8.6	7,719	9.5	+17.4
September.....	6,309	8.2	6,719	8.2	+ 6.5
(3rd Quarter).....	(18,923)	(24.7)	(20,360)	(25.0)	(+ 7.6)
October.....	6,776	8.8	7,937	9.7	+17.1
November.....	7,813	10.2	8,190	10.1	+ 4.8
December.....	9,442	12.3	9,089	11.2	− 3.7
(4th Quarter).....	(24,031)	(31.3)	(25,216)	(31.0)	(+ 4.9)
TOTAL.....	76,884	100.0	81,518	100.0	+ 6.0

MOTOR VEHICLE ACCIDENTS REPORTED  
ONTARIO, 1932 - 1959

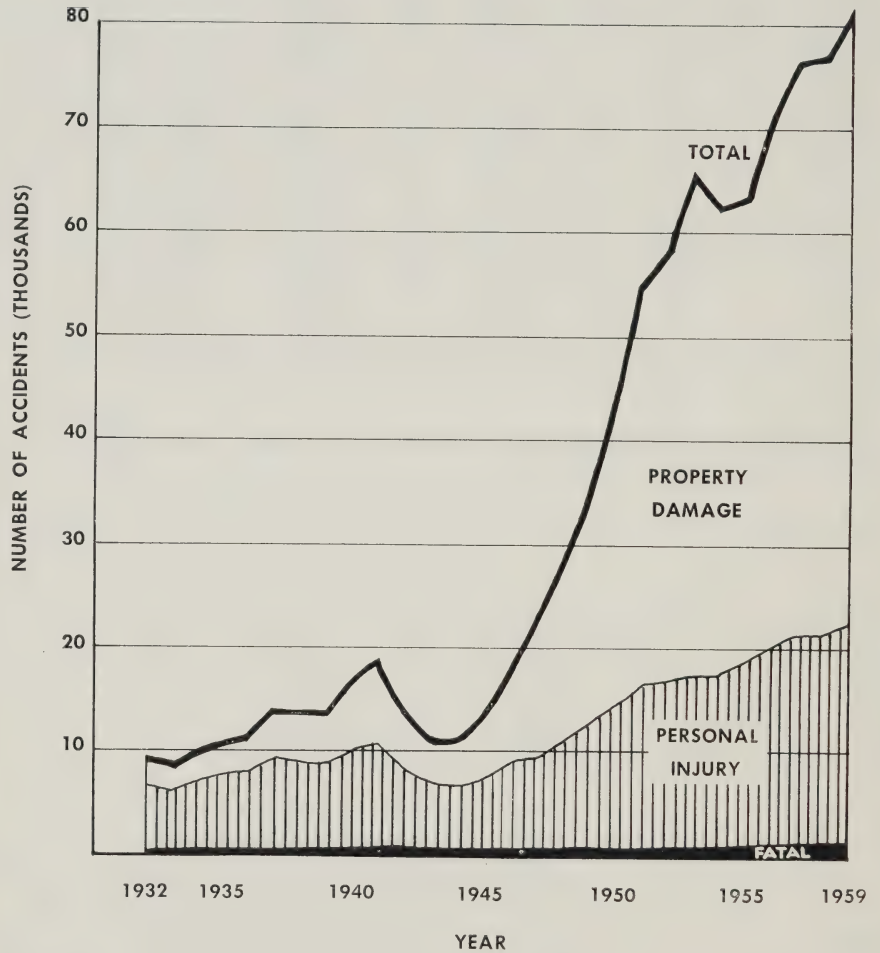


TABLE 39: FATAL ACCIDENTS BY MONTHS—ONTARIO, 1958 AND 1959

MONTH	1958		1959		% CHANGE IN NO. OF ACCIDENTS
	No.	%	No.	%	
January.....	68	7.0	67	6.7	— 1.5
February.....	56	5.8	45	4.5	—19.6
March.....	67	6.9	60	6.0	—10.4
(1st Quarter).....	(191)	(19.7)	(172)	(17.2)	(—10.0)
April.....	76	7.9	50	5.0	—34.2
May.....	66	6.8	76	7.6	+15.2
June.....	87	9.1	71	7.1	—18.4
(2nd Quarter).....	(229)	(23.8)	(197)	(19.7)	(—14.0)
July.....	88	9.1	105	10.4	+19.3
August.....	94	9.7	107	10.6	+13.8
September.....	93	9.6	96	9.5	+ 3.2
(3rd Quarter).....	(275)	(28.4)	(308)	(30.5)	(+12.0)
October.....	93	9.6	131	13.0	+40.9
November.....	97	10.2	96	9.5	— 1.0
December.....	80	8.3	102	10.1	+27.5
(4th Quarter).....	(270)	(28.1)	(329)	(32.6)	(+21.9)
TOTAL.....	965	100.0	1,006	100.0	+ 4.2

TABLE 40: ACCIDENTS, BY NATURE AND MONTH OF OCCURRENCE  
ONTARIO, 1959

MONTH	NATURE OF ACCIDENT			TOTAL
	FATAL	PERSONAL INJURY	PROPERTY DAMAGE ONLY	
January.....	67	1,415	6,102	7,584
February.....	45	1,228	5,599	6,872
March.....	60	1,293	4,699	6,052
April.....	50	1,247	2,742	4,039
May.....	76	1,726	3,795	5,597
June.....	71	1,918	3,809	5,798
July.....	105	1,801	4,016	5,922
August.....	107	2,360	5,252	7,719
September.....	96	2,112	4,511	6,719
October.....	131	2,236	5,570	7,937
November.....	96	1,972	6,122	8,190
December.....	102	2,194	6,793	9,089
TOTAL.....	1,006	21,502	59,010	81,518



**TABLE 41: ALL ACCIDENTS AND FATAL ACCIDENTS,  
BY PLACE OF OCCURRENCE, ONTARIO 1959**

PLACE OF OCCURRENCE	ALL ACCIDENTS		FATAL ACCIDENTS	
	No.	%	No.	%
<b>Urban</b>				
1. Metropolitan Toronto.....	19,668	24.1	102	10.2
2. Cities (10,000 population and over).. <td>24,243</td> <td>29.7</td> <td>140</td> <td>13.9</td>	24,243	29.7	140	13.9
3. Other urban areas (1,000-9,999 population).....	5,051	6.2	54	5.3
TOTAL.....	48,962	60.0	296	29.4
<b>Rural</b>				
1. King's highways.....	19,272	23.6	481	47.8
2. Secondary roads.....	841	1.1	12	1.2
3. County roads.....	5,945	7.3	106	10.6
4. Organized township roads.....	5,031	6.2	90	8.9
5. Unorganized township roads.....	245	0.3	3	0.3
6. Local and other roads.....	1,222	1.5	18	1.8
TOTAL.....	32,556	40.0	710	70.6
GRAND TOTAL.....	81,518	100.0	1,006	100.0

**TABLE 42: ALL ACCIDENTS, BY TYPE OF COLLISION  
ONTARIO, 1958 AND 1959**

TYPE OF COLLISION	1958		1959		% CHANGE IN NO. OF ACCIDENTS
	No.	%	No.	%	
Collision with --					
1. Other motor vehicle.....	51,602	67.1	55,792	68.4	+ 8.1
2. Fixed object.....	7,540	9.8	8,102	9.9	+ 7.5
3. Pedestrian.....	5,135	6.7	4,992	6.1	- 2.8
4. Bicycle.....	1,101	1.4	1,180	1.4	+ 7.2
5. Motorcycle.....	482	0.6	476	0.6	- 1.2
6. Railroad train.....	454	0.6	443	0.5	- 2.4
7. Street car.....	445	0.6	393	0.5	-11.7
8. Other vehicle.....	285	0.4	300	0.4	+ 5.3
9. Horse-drawn vehicle.....	35	.....	27	.....	-22.9
10. Animal.....	586	0.8	519	0.6	-11.4
11. Miscellaneous.....	78	0.1	118	0.1	+51.3
Non-collision.....	9,141	11.9	9,176	11.3	+ 0.4
TOTAL.....	76,884	100.0	81,518	100.0	+ 6.0

**TABLE 43: FATAL ACCIDENTS BY TYPE OF COLLISION  
ONTARIO, 1958 AND 1959**

TYPE OF COLLISION	1958		1959		% CHANGE IN NO. OF ACCIDENTS
	No.	%	No.	%	
Collision with —					
1. Other motor vehicle.....	295	30.6	291	28.9	— 1.4
2. Fixed object.....	97	10.1	108	10.7	+11.3
3. Pedestrian.....	309	32.0	311	30.9	+ 0.6
4. Bicycle.....	28	2.9	38	3.8	+35.7
5. Motorcycle.....	9	0.9	14	1.4	+55.6
6. Railroad train.....	58	6.0	50	5.0	—13.8
7. Street car.....	1	0.1	.....	.....	.....
8. Other vehicle.....	9	0.9	11	1.1	+22.2
9. Horse-drawn vehicle.....	1	0.1	1	0.1	.....
10. Animal.....	2	0.2	2	0.2	.....
11. Miscellaneous.....	.....	.....	1	0.1	.....
Non-collision.....	156	16.2	179	17.8	+14.7
TOTAL.....	965	100.0	1,006	100.0	+ 4.2

**TABLE 44: DRIVERS IN ACCIDENTS AND ALL LICENSED DRIVERS, BY AGE  
ONTARIO, 1958 AND 1959**

AGE† (YEARS)	DRIVERS IN ACCIDENTS					ALL LICENSED DRIVERS* %
	1958		1959		% CHANGE IN NO. OF DRIVERS	
	No.	%	No.	%		
Under 16.....	141	0.1	145	0.1	+2.8	.....
16-19.....	14,375	11.1	15,165	10.9	+5.5	7.1
20-24.....	23,460	18.1	24,688	17.8	+5.2	12.3
25-34.....	38,743	29.8	41,941	30.2	+8.3	28.4
35-44.....	25,388	19.5	27,489	19.8	+8.3	23.7
45-54.....	15,403	11.9	16,666	12.0	+8.2	15.7
55-64.....	7,643	5.9	8,110	5.8	+6.1	9.0
65 and Over.....	3,404	2.6	3,486	2.5	+2.4	3.8
Not Stated.....	1,331	1.0	1,245	0.9	-6.5	.....
TOTAL.....	129,888	100.0	138,935	100.0	+7.0	100.0

† Not all the age groups shown cover the same number of years.

\* The percentages shown are estimates, based on a sample of 25,000 applications for drivers' licences taken in 1958. They differ slightly from those given for the same year in the 1958 Annual Report, which were based upon a less accurate sample.

**TABLE 45: DRIVERS IN FATAL ACCIDENTS, BY AGE  
ONTARIO, 1958 AND 1959**

AGE* (YEARS)	1958		1959		% CHANGE IN NO. OF DRIVERS
	No.	%	No.	%	
Under 16.....	5	0.4	2	0.2	.....
16-19.....	140	10.6	171	12.6	+22.1
20-24.....	265	19.9	259	19.1	- 2.3
25-34.....	393	29.6	383	28.3	- 2.5
35-44.....	248	18.7	233	17.2	- 6.0
45-54.....	142	10.7	169	12.5	+19.0
55-64.....	81	6.1	70	5.2	-13.6
65 and Over.....	47	3.5	60	4.4	+27.7
Not Stated.....	6	0.5	6	0.5	.....
TOTAL.....	1,327	100.0	1,353	100.0	+ 2.0

\* Not all the age groups shown cover the same number of years.

**TABLE 46: PERSONS KILLED OR INJURED IN ROAD ACCIDENTS  
ONTARIO, 1945-1959**

YEAR	KILLED		INJURED		TOTAL	
	No.	INDEX No. (1945=100)	No.	INDEX No. (1945=100)	No.	INDEX No. (1945=100)
1945	598	100	9,804	100	10,402	100
1946	688	115	12,228	125	12,916	124
1947	734	123	13,056	133	13,790	133
1948	740	124	14,970	153	15,710	151
1949	830	139	17,469	178	18,299	176
1950	<b>791</b>	<b>132</b>	19,940	203	20,731	199
1951	949	159	22,557	230	23,506	226
1952	1,010	169	23,634	241	24,644	237
1953	1,082	181	24,353	248	25,435	245
1954	<b>1,045</b>	<b>175</b>	24,607	251	25,652	247
1955	1,111	186	26,246	268	27,357	263
1956	1,180	197	28,626	292	29,806	287
1957	1,279	214	30,414	310	31,693	305
1958	<b>1,112</b>	<b>186</b>	<b>30,106</b>	<b>307</b>	<b>31,218</b>	<b>300</b>
1959	1,187	198	31,602	322	32,789	315

NOTE: Each figure in **bold** type is lower than the corresponding figure for the previous year.

**TABLE 47: PERSONS KILLED OR INJURED, BY AGE  
ONTARIO, 1958 AND 1959**

AGE* (YEARS)	KILLED			INJURED			TOTAL		
	1958	1959	CHANGE %	1958	1959	CHANGE %	1958	1959	CHANGE %
0-4.....	57	54	- 5.3	1,681	1,633	- 2.9	1,738	1,687	- 2.9
5-14.....	114	155	+36.0	4,022	4,285	+ 6.5	4,136	4,440	+ 7.4
15-19.....	82	136	+65.9	4,064	4,283	+ 5.4	4,146	4,419	+ 6.6
20-24.....	144	151	+ 4.9	4,213	4,512	+ 7.1	4,357	4,663	+ 7.0
25-34.....	183	171	- 6.6	5,889	6,038	+ 2.5	6,072	6,209	+ 2.3
35-44.....	152	128	-15.8	3,888	4,198	+ 8.0	4,040	4,326	+ 7.1
45-54.....	108	128	+18.5	2,637	2,924	+10.9	2,745	3,052	+11.2
55-64.....	108	96	-11.1	1,706	1,749	+ 2.5	1,814	1,845	+ 1.7
65 and Over....	164	168	+ 2.4	1,335	1,379	+ 3.3	1,499	1,547	+ 3.2
Not Stated.....	.....	.....	.....	671	601	-10.4	671	601	-10.4
TOTAL.....	1,112	1,187	+ 6.7	30,106	31,602	+ 5.0	31,218	32,789	+ 5.0

\* Not all the age groups shown cover the same number of years.

**TABLE 48: PERSONS INJURED, BY CLASS AND AGE  
ONTARIO, 1959**

AGE* (YEARS)	MOTOR VEHICLE DRIVER	MOTOR VEHICLE PASSENGER	PEDES- TRIAN	BICYCLIST	OTHER	TOTAL
0-4.....	.....	709	924	.....	.....	1,633
5-14.....	6	1,348	2,020	903	8	4,285
15-19.....	1,485	2,419	230	144	5	4,283
20-24.....	2,322	2,013	157	14	6	4,512
25-34.....	3,307	2,344	362	18	7	6,038
35-44.....	2,208	1,643	314	22	11	4,198
45-54.....	1,348	1,230	309	20	17	2,924
55-64.....	649	778	295	19	8	1,749
65 and Over..	309	624	429	8	9	1,379
Not Stated.....	26	506	62	7	.....	601
TOTAL.....	11,660	13,614	5,102	1,155	71	31,602

\* Not all the age groups shown cover the same number of years.



**TABLE 49: PERSONS KILLED, BY CLASS AND AGE  
ONTARIO, 1959**

AGE* (YEARS)	MOTOR VEHICLE DRIVER	MOTOR VEHICLE PASSENGER	PEDES- TRIAN	BICYCLIST	OTHER	TOTAL
0- 4.....	.....	15	39	.....	.....	54
5-14.....	.....	37	87	30	1	155
15-19.....	53	68	12	3	.....	136
20-24.....	90	53	7	1	.....	151
25-34.....	95	58	14	.....	4	171
35-44.....	67	50	11	.....	.....	128
45-54.....	64	38	25	1	.....	128
55-64.....	29	33	31	1	2	96
65 and Over.....	30	39	96	2	1	168
TOTAL.....	428	391	322	38	8	1,187

\* Not all the age groups shown cover the same number of years.

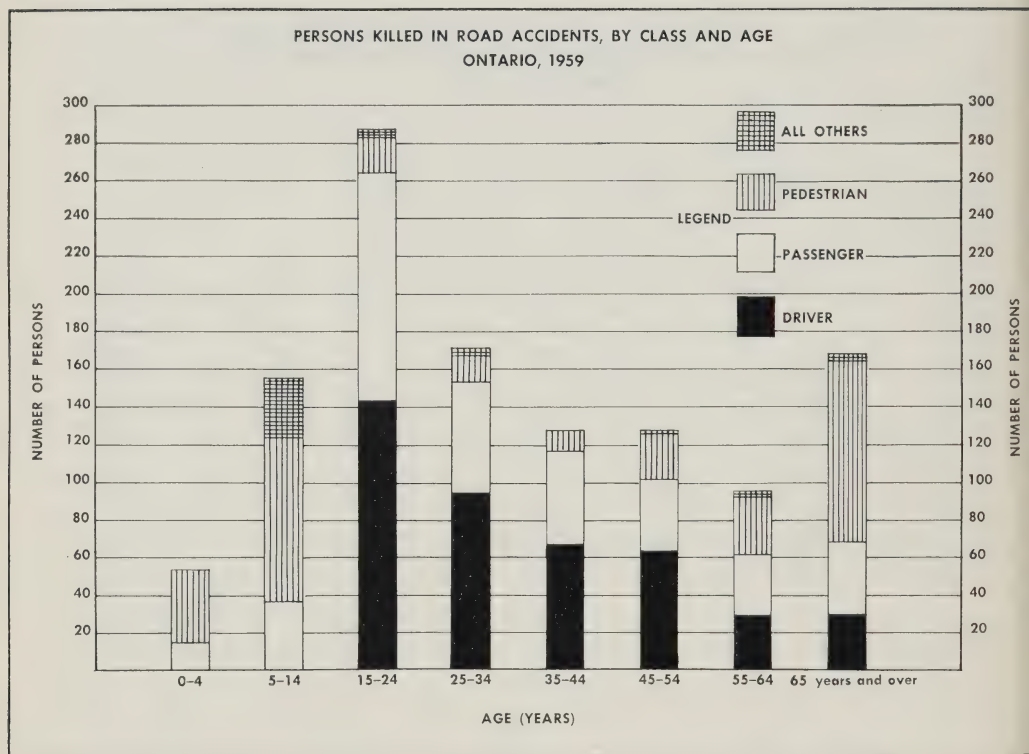


TABLE 50: SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENT STATISTICS—ONTARIO 1959

[illegible]



---

---

**ONTARIO  
HIGHWAY TRANSPORT BOARD**

---

---



**ANNUAL REPORT**  
**THE ONTARIO HIGHWAY TRANSPORT BOARD**  
**YEAR ENDING DECEMBER 31, 1959**

January 28, 1960.

Sir:

I beg to submit the Annual Report for 1959 of the Ontario Highway Transport Board, and I have the honour to be, Sir,

Your obedient servant,

‘E. J. SHONIKER’

E. J. Shoniker,  
*Chairman*

THE HONOURABLE JOHN YAREMKO, Q.C., M.P.P.,  
*Minister of Transport*,  
Parliament Buildings,  
TORONTO 2, Ontario.

The Ontario Highway Transport Board, pursuant to the provisions of Section 24 of The Ontario Highway Transport Board Act, 1955, 4 Eliz. 11, Chap. 54, begs leave to submit the following report upon its affairs to the Honourable the Minister of Transport for the calendar year 1959.

**Organization of the Board**

The Board is constituted as follows:

<i>Chairman</i> .....	E. J. SHONIKER, B.A.
<i>Vice-Chairman</i> .....	R. H. YEATES
<i>Members</i> .....	G. W. STODDART, B.A. G. C. MARRS, B.A. E. MAXWELL WALKER

**Sittings of the Board**

Throughout the current year, the Board has been sitting in two divisions of two members each for the hearing of applications for operating licences under the Public Commercial Vehicles Act, the Public Vehicles Act and the Motor Vehicle Transport Act (Canada). The Board has conducted public hearings in the following municipalities: Toronto, London, Kitchener, Ottawa, Pembroke, Windsor, Sarnia, Sault Ste. Marie, Sudbury, North Bay, Port Arthur, Lindsay, Kingston, Hamilton, Peterborough and Burlington. One hundred and forty-seven applications and three reviews of certificates, out of a total of 3,489 applications and 64 reviews considered by the Board, were heard at points outside Toronto. It is the policy of this Board to advertize

in the Ontario Gazette at the first of each year, the dates and locations it will sit at places other than Toronto. This assists applicants in these areas to file their applications in time to be considered in the locality most convenient for them.

Appendix 'A' to this report provides figures illustrating the number of certificates of public necessity and convenience issued under the Public Commercial Vehicles Act, the Public Vehicles Act and the Motor Vehicle Transport Act (Canada) after a public hearing, with details as to the number granted and dismissed by the Board and those opposed in accordance with the Board's Rules of Practice and Procedure. Appendix 'B' gives particulars of the certificates issued thereunder after consideration in chambers, without a public hearing. Appendix 'C' sets out particulars of applications received by the Board under the statutes referred to above. In Appendix 'D' will be found particulars of the total revenue received by the Board during the calendar year of 1959.

### **General**

In order to afford the best service possible to the public of Ontario, the Board has granted on application, interchange-of-trailer privileges to some 43 transport operators, giving them the right to haul the trailers of some 54 other licensed carriers. This action has reduced the loss of time created by the physical trans-shipment of goods and damage by the handling of goods and has generally effected a more expeditious movement of merchandise in the province.

The Board, in co-operation with the Ontario Department of Transport, has issued operating authority to 27 operators for transferable plates. "Transferable Plates" is the designation given to registration and public commercial vehicle licence plates, not tied to any particular commercial trailer, which are issued to applicants who have international operating authority to be used on any trailer bearing State registration plates when the movement of the said trailer originates and terminates in the United States of America. Since June of 1959 some 3,691 loaded American trailers have been hauled by Canadian carriers to and from points in Ontario under this type of authority.

The Board is satisfied that its policy, inaugurated in 1958, of reviewing its certificates which lead to the issuance of licences under the Public Commercial Vehicles Act, the Public Vehicles Act and the Motor Vehicle Transport Act (Canada), has had the effect of raising the operating standards of the transport industry. The Board has reviewed a total of 64 certificates during the calendar year. The Board feels that the transport industry generally, during the year of 1959, has endeavoured to serve the public of the Province of Ontario and the Dominion of Canada expeditiously and efficiently.

The trend towards a greater movement of students by bus to schools across Ontario continues. Each year more school boards inaugurate this type of service for their children. It is the Board's sincere hope that, with the co-operation of the various school boards, a high standard of equipment and safety measures are maintained.

During the year under review, the Board was responsible for organizing and making the necessary preparations for an Interprovincial Conference which was held in Victoria, in the Province of British Columbia, in September

of last year. Two major points arising out of this Conference were (a) a common basis on which future reciprocity agreements might be entered between the provinces allowing the transports of Canada to move more freely between the provinces and (b) a move towards the setting up of a permanent association or Secretariat of all Government representatives interested in the motor vehicle field in Canada.

This Board again reiterated its policy of joint hearings with any interested jurisdiction when it appears to be to the advantage of the interested parties to an extra-provincial application.

The Board is appreciative of the co-operation extended to it by the Honourable the Minister of Transport, John Yaremko, Q.C., M.P.P., and all the officers of his department during the past year.

It is the earnest desire of the Ontario Highway Transport Board that it continues to contribute to the efficient and expeditious movement of the persons and goods of this great province.

All of which is respectfully submitted this 28th day of January, 1960.

'E. J. SHONIKER'  
*Chairman*

'R. H. YEATES'  
*Vice-Chairman*

'G. C. MARRS'  
*Member*

'G. W. STODDART'  
*Member*

'E. M. WALKER'  
*Member*

## Appendix 'A'

### THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS JANUARY 1, 1959 TO DECEMBER 31, 1959

#### Applications considered at a public hearing under:

##### 1. The Public Commercial Vehicles Act—

CLASS	GRANTED		DISMISSED	TRANSFER	TOTAL	OPPOSED BY OTHER CARRIERS
	IN PART	IN FULL				
A	7	63	15	3	88	39
B	.....	.....	2	.....	2	.....
C	13	35	4	.....	52	35
D	75	201	65	.....	341	154
E	.....	2	1	.....	3	3
F	22	89	45	4	160	49
FS	6	24	4	.....	34	10
H	.....	7	14	1	22	11
K	4	8	5	.....	17	8
TOTALS	127	429	155	8	719	309

##### 2. The Motor Vehicle Transport Act (Canada)—

	GRANTED		DISMISSED	TRANSFER	TOTAL	OPPOSED BY OTHER CARRIERS
	IN PART	IN FULL				
Merchandise	34	133	41	1	209	88
Passengers	.....	3	2	.....	5	1
TOTALS	34	136	43	1	214	89

##### 3. The Public Vehicles Act—

	GRANTED		DISMISSED	TRANSFER	TOTAL	OPPOSED BY OTHER CARRIERS
	IN PART	IN FULL				
P.V.	2	29	14	1	46	18
P.V. (S.B.)	.....	3	5	.....	8	3
TOTALS	2	32	19	1	54	21

## Appendix 'B'

### THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS JANUARY 1, 1959 TO DECEMBER 31, 1959

#### Applicants considered in Chambers under:

##### 1. The Public Commercial Vehicles Act—

CLASS	GRANTED	DISMISSED	TRANSFER	TOTAL	TEMPORARIES
A	39	6	15	60	10
B	1	.....	2	3	.....
C	18	5	24	47	7
D	67	19	28	114	145
E	119	8	45	172	4
F	904	82	64	1,050	94
FS	8	5	16	29	3
H	5	3	8	16	1
K	4	1	4	9	3
L	5	.....	.....	5	.....
TOTALS	1,170	129	206	1,505	267

##### 2. The Motor Vehicle Transport Act (Canada)—

	GRANTED	DISMISSED	TRANSFER	TOTAL	TEMPORARIES
Merchandise	71	14	24	109	121
Passengers	21	.....	2	23	5
TOTALS	92	14	26	132	126

##### 3. The Public Vehicles Act—

	GRANTED	DISMISSED	TRANSFER	TOTAL	TEMPORARIES
P.V.	20	7	12	39	15
P.V. (S.B.)	370	16	17	403	15
TOTALS	390	23	29	442	30



## Appendix 'C'

### THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS FOR YEAR ENDING DECEMBER 31, 1959

#### Applications Received by the Board:

##### 1. The Public Commercial Vehicles Act—

CLASS	
A	144
B	5
C	112
D	579
E	193
F	1,372
FS	73
H	39
K	30
L	6
TOTAL	2,553

##### 2. The Motor Vehicle Transport Act (Canada)—

Extra-Provincial	446
------------------	-----

##### 3. The Public Vehicles Act—

P.V.	106
P.V. (S.B.)	430
TOTAL	536

Total Applications received	3,535
-----------------------------	-------

## Appendix 'D'

### THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS FOR THE YEAR ENDING DECEMBER 31, 1959

Hearing Fees.....	\$79,636.10
Costs.....	13,067.00
Fees for copies of documents.....	1,073.15
TOTAL NET REVENUE.....	\$93,776.25













CA20N  
DT  
955

Government  
Publications



*Ontario*  
*Department*  
*of Transport*  
**ANNUAL REPORT**  
*1960*











**ANNUAL REPORT**

of the

**ONTARIO DEPARTMENT OF TRANSPORT**

for the

**YEAR 1960**





THE HONOURABLE H. L. ROWNTREE, Q.C.  
Minister of Transport

TO THE HONOURABLE LT.-COL. JOHN KEILLER MACKAY,  
D.S.O., V.D., LL.D.,  
*Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to transmit the Annual Report of the Department of Transport, Ontario, for the year 1960.

Respectfully submitted,

H. L. ROWNTREE,  
*Minister of Transport.*

Parliament Buildings,  
Queen's Park, Toronto, Ontario,  
March 16, 1961.

TO THE HONOURABLE H. L. ROWNTREE, Q.C.,  
*Minister of Transport, Ontario.*

Sir:

I have the honour to present herewith the Annual Report of the Department of Transport for the calendar year, with financial statements covering the fiscal year ending March 31, 1960. This contains the annual report of the Registrar of Motor Vehicles, as required by Section 146(e) of the Highway Traffic Act.

I would like to mention the loyal and efficient support I have received from the staff of the Department, as well as our representatives throughout the Province.

I have the honour to be, Sir,

Your obedient servant,

A. G. MACNAB,  
*Deputy Minister*

Department of Transport, Ontario,  
Toronto, March 15, 1961.





## CONTENTS

	PAGE
INTRODUCTION .....	13
BRANCH AND OTHER REPORTS:	
ACCOUNTS BRANCH.....	17
PERSONNEL BRANCH.....	23
MOTOR VEHICLE LICENCE BRANCH.....	24
TRAFFIC ENGINEERING BRANCH.....	25
VEHICLE INSPECTION BRANCH.....	25
DRIVER CONTROL BRANCH.....	30
RESEARCH BRANCH.....	34
HIGHWAY SAFETY BRANCH.....	37
EMERGENCY MEASURES ORGANIZATION.....	40
APPENDIX TABLES.....	41
ONTARIO HIGHWAY TRANSPORT BOARD.....	81



## LIST OF TABLES

TABLE	PAGE
<b>MOTOR VEHICLE LICENCE BRANCH</b>	
1. LICENCES AND PERMITS ISSUED, 1956-1960.....	43
2. MOTOR VEHICLE REGISTRATIONS, 1903-1960.....	43
3. PROPORTIONATE INCREASES OF (1) MEDIUM AND HEAVY COMMERCIAL VEHICLES (2) ALL COMMERCIAL VEHICLES, 1945-1959.....	47
4. PASSENGER AND COMMERCIAL MOTOR VEHICLE REGISTRATIONS BY COUNTIES AND DISTRICTS, 1958 AND 1959.....	48
5. PASSENGER AND COMMERCIAL MOTOR VEHICLE REGISTRATIONS BY CITIES, 1958 AND 1959.....	49
6. GARAGE LICENCES ISSUED, 1958-1960.....	49
<b>VEHICLE INSPECTION BRANCH</b>	
7. PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS BEGINNING APRIL 1, 1955-1960.....	51
8. PUBLIC COMMERCIAL VEHICLES LICENSED, LICENCE YEARS BEGINNING APRIL 1, 1955-1960.....	51
9. RATIO OF PUBLIC COMMERCIAL VEHICLES TO OPERATING LICENCES, LICENCE YEARS BEGINNING APRIL 1, 1953-1960.....	53
10. PUBLIC VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS BEGINNING APRIL 1, 1955-1960.....	53
11. PUBLIC VEHICLES LICENSED, LICENCE YEARS BEGINNING APRIL 1, 1955-1960.....	53
12. RESULTS OF PROSECUTIONS BY THE VEHICLE INSPECTION BRANCH, JANUARY 1-DECEMBER 31, 1959 AND 1960.....	54
<b>DRIVER CONTROL BRANCH</b>	
<b>Driver Improvement Division</b>	
13. DRIVER EXAMINATIONS CONDUCTED BY DEPARTMENT, 1960. RESULTS OF FIRST ATTEMPTS ONLY.....	56
14. FAILURES AT DRIVER EXAMINATIONS CONDUCTED BY DEPARTMENT, 1960. ANALYSIS OF FIRST ATTEMPTS ONLY.....	56
<b>Financial Responsibility Division</b>	
15. PERSONS CONVICTED OF DRIVING OFFENCES AS THE RESULT OF TRAFFIC ACCIDENTS, WHO WERE REQUIRED TO PROVE THAT THEIR VEHICLES WERE INSURED AT THE TIME OF THE ACCIDENT, 1960.....	56
16. UNSATISFIED JUDGMENT FUND. STATEMENT OF PAYMENTS INTO AND OUT OF THE FUND, JULY 1, 1947-MARCH 31, 1960.....	opp. 56
17. FINANCIAL RESPONSIBILITY SUSPENSIONS LIFTED, 1960, BY REASON FOR REINSTATEMENT.....	57
18. TYPE OF FINANCIAL RESPONSIBILITY FILED, 1960.....	57
<b>Services Division</b>	
19. CONVICTIONS AND COMMITTALS FOR TRIAL UNDER THE HIGHWAY TRAFFIC ACT, 1959 AND 1960.....	58

TABLE	PAGE
20. CONVICTIONS AND COMMITTALS FOR TRIAL UNDER THE CRIMINAL CODE (CANADA), 1959 AND 1960.....	59
21. SUMMARY OF CONVICTIONS AND COMMITTALS FOR TRIAL, 1956-1960.....	59
22. DRIVERS SUSPENDED PENDING FILING OF PROOF OF FINANCIAL RESPONSIBILITY, 1956-1960.....	59
23. SUSPENSIONS OF DRIVERS' LICENCES, 1959 AND 1960.....	60
24. EFFECTIVE PERIODS OF SUSPENSION, 1956-1960.....	61
25. ABSTRACTS OF DRIVERS' RECORDS ISSUED TO VARIOUS AGENCIES, 1957-1960.....	61

## RESEARCH BRANCH

EXPLANATION OF TABLES.....	61
26. TRUCKS AND TRACTORS BY REGISTERED GROSS WEIGHT AND TYPE OF FUEL USED, LICENCE YEAR 1958.....	62
27. ELECTRIC TRUCKS BY REGISTERED GROSS WEIGHT, LICENCE YEAR 1958.....	62
28. TRUCKS AND TRACTORS — NUMBER AND AVERAGE TARE WEIGHT BY REGISTERED GROSS WEIGHT AND NUMBER OF AXLES, LICENCE YEAR 1958.....	opp. 62
29. TRAILERS — NUMBER AND AVERAGE TARE WEIGHT BY REGISTERED GROSS WEIGHT AND NUMBER OF AXLES, LICENCE YEAR 1958.....	63
30. ESTIMATED NUMBERS OF SINGLE TRUCKS AND COMBINATIONS OPERATED IN THE LICENCE YEAR 1958, BY REGISTERED GROSS WEIGHT.....	64
31. MEAN SCALE WEIGHTS AND RATIOS OF MEAN SCALE WEIGHT TO MEAN REGISTERED GROSS WEIGHT FOR TRUCKS AND COMBINATIONS, 1959-1960.....	65
32. PERCENTAGES OF TRUCKS AND COMBINATIONS REGISTERED AT THE HIGHEST GROSS WEIGHT OBTAINABLE FOR THE PERMIT FEE PAID, 1959-1960.....	66
33. FRONT AXLE SCALE WEIGHTS OF SINGLE TRUCKS AND COMBINATIONS, 1959-1960.....	67
34. RELATION BETWEEN COMBINATION R.G.W. AND TRACTOR R.G.W., 1959-1960.....	67

## HIGHWAY SAFETY BRANCH

### Vehicle Accident Statistics Division

35. NATURE OF ACCIDENTS, 1945-1960.....	73
36. ALL ACCIDENTS BY MONTH, 1959 AND 1960.....	73
37. FATAL ACCIDENTS BY MONTH, 1959 AND 1960.....	74
38. ACCIDENTS BY NATURE AND MONTH OF OCCURRENCE, 1960.....	74
39. ALL ACCIDENTS BY PLACE OF OCCURRENCE, 1959 AND 1960.....	75
40. FATAL ACCIDENTS BY PLACE OF OCCURRENCE, 1959 AND 1960.....	75
41. ALL ACCIDENTS BY TYPE OF COLLISION, 1959 AND 1960.....	76
42. FATAL ACCIDENTS BY TYPE OF COLLISION, 1959 AND 1960.....	76
43. DRIVERS IN ACCIDENTS AND ALL LICENSED DRIVERS, BY AGE, 1959 AND 1960.....	77
44. DRIVERS IN FATAL ACCIDENTS, BY AGE, 1959 AND 1960.....	77
45. PERSONS KILLED OR INJURED IN ROAD ACCIDENTS, 1945-1960.....	78
46. PERSONS KILLED, BY CLASS AND AGE, 1960.....	78
47. PERSONS INJURED, BY CLASS AND AGE, 1960.....	79
48. SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENT STATISTICS, 1960.....	opp. 80



## INTRODUCTION

Changes at the head of the Department took place in the autumn of 1960. The Honourable H. L. Rowntree, Q.C. was appointed Minister of Transport in succession to the Honourable John Yaremko, Q.C. On the appointment of Mr. D. J. Collins to the Chairmanship of the Civil Service Commission, Mr. A. G. MacNab, former Assistant Deputy Minister and Registrar, became Deputy Minister. Mr. W. M. Earl was promoted from Deputy Registrar to Registrar of Motor Vehicles.

A greater volume of work was accomplished by the Department. This resulted mainly from the increased demand for permits and licences of various kinds, and the continuance of policies designed to provide greater highway safety and convenience for the public. An example of the latter was the extension of the driver examination programme, under which not later than April 1961 all tests for drivers' licences will be conducted by trained Departmental examiners.

Some 5.8 million documents were issued by the Motor Vehicle Licence Branch. They included nearly 2.2 million motor vehicle and trailer permits, almost 2.4 million drivers' licences, and more than 1.2 million other documents — such as garage licences and replacements of permits and licences which had been lost or destroyed. Increases over the previous year were: permits, 4.4 per cent; drivers' licences, 3.8 per cent. The Vehicle Inspection Branch issued approximately 43,300 vehicle licences for public commercial vehicles and public vehicles, an advance of nearly 3,000 over 1959.

Over the decade 1950–1960, the number of motor vehicles registered in the Province rose by 87 per cent from 1,104,080 to 2,062,060. At the same time, the number of motor vehicles per 100 head of population increased from 24 to 33 — to one motor vehicle for every three persons. The number of drivers' licences rose by 72 per cent from 1,366,388 to 2,355,500.

During the same 10-year period, net cash receipts (exclusive of the Unsatisfied Judgment Fund and the Ontario Highway Transport Board) increased from \$17.4 million to \$65.9 million, a figure nearly four times as great. Disbursements rose more slowly: in the fiscal year 1959–60 they totalled less than \$4 million, or six per cent of net cash receipts. There was an excess of receipts over payments in the last fiscal year amounting to nearly \$62 million.

A significant event in October 1960 was the issue by the Ministers of Education and Transport of a joint memorandum, stating their support for the introduction of driver instruction courses in the secondary schools. Financial and other aid are offered, provided certain minimum standards are met and the courses do not interfere with the normal school curriculum.

Among legislative amendments made to the Highway Traffic Act during the year were a number intended to increase safety on the highways. The sale of new motor vehicles over 80 inches in width without clearance lamps, manufactured after January 1, 1961, was prohibited. The Lieutenant-Governor-in-Council was empowered to make regulations prescribing the form of certificate of mechanical

fitness which must be delivered by a dealer in used cars to a purchaser, and the necessary form was prescribed. He was given authority to pass stricter regulations in regard to the qualifications of school bus drivers, as well as the equipment and operation of school buses. Provision was also made for the passage of regulations designed to ensure the safe operation not merely of public vehicles used to transport school children, but of all vehicles used for this purpose. Other amendments require the drivers of motor vehicles having a seating capacity of 10 or more persons, when carrying children to or from school, as well as drivers of buses, to stop at railway crossings; and empower a municipality, subject to the Department's approval, to erect stop-signs at intersections on highways under its jurisdiction.

---

---

## **BRANCH AND OTHER REPORTS**

---

---



Department of Transport exhibit at the Canadian National Exhibition, 1960.

## ACCOUNTS BRANCH

In the fiscal year 1959–60, the excess of receipts over disbursements, excluding the Unsatisfied Judgment Fund, was almost \$62.0 million. This was some \$8.7 million or 16.3 per cent greater than the corresponding figure for the previous year. The increase resulted from a rise of approximately \$9.1 million in receipts, less a relatively small increase of about \$0.4 million in payments.

At slightly over \$4.0 million, payments made by the Department, to meet the cost of the many services it provided, formed an even smaller proportion (6.1%) of total receipts than in the preceding fiscal year (6.3%).

The bulk of total receipts (88.8%) was derived from fees for passenger cars (41.3%) and commercial vehicles including trailers (47.5%). The latter figure takes into account the special licence fees for public commercial vehicles and the passenger-mile fees for public vehicles.

### FINANCIAL REPORT FOR THE FISCAL YEAR ENDING MARCH 31, 1960

The following summarizes the results of operations for the year, exclusive of the Unsatisfied Judgment Fund:

Net Cash Receipts.....	\$66,032,623.29
Cash Disbursements.....	<u>4,055,470.56</u>
Excess of Receipts over Disbursements.....	<u><u>\$61,977,152.73</u></u>

Unsatisfied Judgment Fund — R.S.O. 1960, Chap. 172, Part XIII

Balance at credit of Fund, March 31, 1959.....	\$ 3,409,253.63
--	-----------------

Receipts:

Fees on issue or renewal of chauffeurs' or operators' licences.....	\$ 2,409,519.00
Fees paid by uninsured owners on issue or transfer of a motor vehicle permit.....	1,644,190.00
Recoveries of judgments.....	<u>316,480.72</u>
	4,370,189.72
	<u>\$ 7,779,443.35</u>

Payments:

Judgments paid, including costs.....	<u>2,497,211.74</u>
--------------------------------------	---------------------

Balance at credit of Fund, March 31, 1960.....	<u><u>\$ 5,282,231.61</u></u>
--	-------------------------------



**NET RECEIPTS AND DISBURSEMENTS FOR  
(EXCLUSIVE OF THE UNSAT)**

**NET RECEIPTS**

**Motor Vehicle Licence Branch**

Permits and Licences		
Passenger.....	\$27,295,458.65	
Commercial*.....	22,943,216.65	
Dual purpose.....	1,728,530.15	
Trailer.....	5,034,360.40	
Motorcycle.....	53,859.65	
Dealers		
Automobile.....	\$84,959.00	
Motor-cycle.....	159.50	
	<hr/>	85,118.50
Operators and instruction.....	1,777,924.90	
Chauffeurs.....	866,689.50	
In transits.....	19,257.85	
Garages.....	273,473.50	
Driving instructors.....	18,133.00	
	<hr/>	\$60,096,022.75

**Fees**

Transfers.....	\$ 886,146.20	
Public vehicles.....	436,459.43	
Public commercial vehicles.....	2,970,167.09	
Duplicate cards.....	72,807.00	
Searches and certificates.....	70,578.00	
Lists.....	25,511.09	
Examinations.....	131,977.00	
Miscellaneous.....	16,564.80	
	<hr/>	4,610,210.61
Fines.....		1,230,324.97
		<hr/>

\$65,936,558.33

**Ontario Highway Transport Board**

Fees.....	96,064.96
-----------	-----------

Total.....	<hr/> <hr/> \$66,032,623.29
------------	-----------------------------

\*Including buses.

# AL YEAR ENDING MARCH 31, 1960

## EMENT FUND)

### DISBURSEMENTS

#### Motor Vehicle Licence Branch

Salaries.....	\$ 1,961,309.29	
Travelling expenses.....	118,428.97	
Maintenance.....	504,444.09	
Advertising.....	46,305.58	
Registration plates and supplies.....	451,188.23	
Fees, etc.....	71,412.14	
		\$ 3,153,088.30

#### Main Office

Salaries.....	\$ 283,434.21	
Travelling expenses.....	9,734.55	
Maintenance.....	17,967.76	
Unemployment insurance.....	5,678.80	
Contingencies.....		
Fees and expenses, special studies and research.....	14,847.36	
		\$ 331,662.68
Minister.....	10,000.00	341,662.68

#### Highway Safety Branch

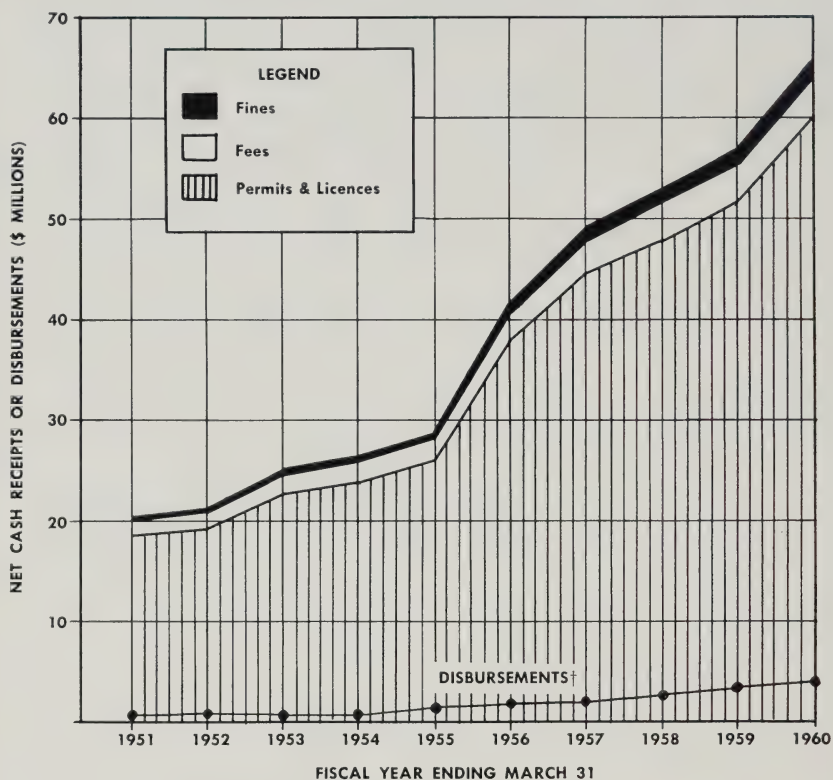
Salaries.....	\$ 64,832.76	
Travelling expenses.....	10,303.93	
Maintenance.....	22,399.73	
Highway safety publicity.....	336,344.10	
Grants:		
Ontario Traffic Conference.....	1,000.00	
Ontario Safety League.....	15,000.00	
Canadian Highway Safety Conference.....	8,000.00	
		457,880.52

#### Ontario Highway Transport Board

Salaries.....	\$ 92,496.75	
Travelling expenses.....	4,484.51	
Maintenance.....	5,857.80	
		102,839.06

Total disbursements.....	\$ 4,055,470.56
Excess of net receipts over disbursements.....	61,977,152.73
Total.....	<u>\$66,032,623.29</u>

**NET CASH RECEIPTS AND DISBURSEMENTS\***  
**FOR THE TEN FISCAL YEARS ENDING MARCH 31, 1951-1960**



\* Both net cash receipts and disbursements are exclusive of the Unsatisfied Judgment Fund and the Ontario Highway Transport Board.

† Disbursements are measured from the horizontal axis and are quite separate from the various items of receipts, which accumulate vertically to produce total receipts for a given year.

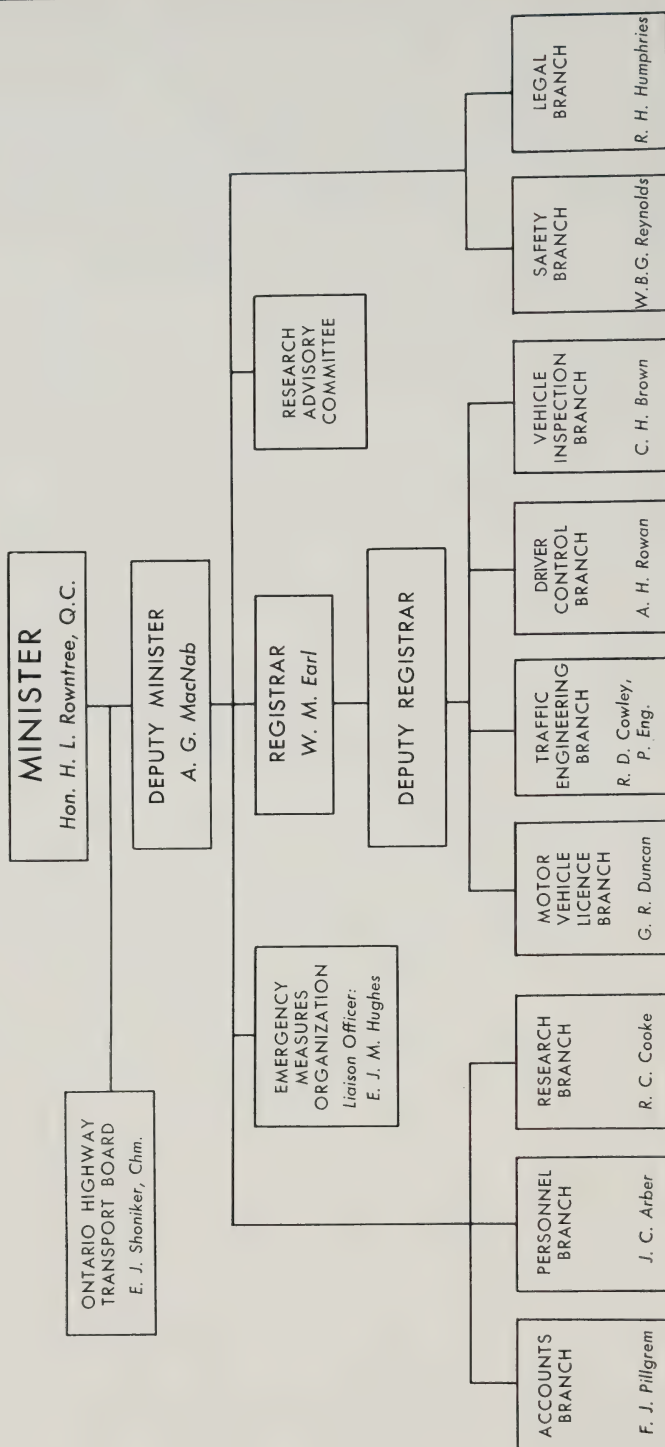
# NET CASH RECEIPTS\* FOR THE 10 FISCAL YEARS ENDING MARCH 31, 1951-1960

	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960
<b>Permits and Licences</b>										
Passenger.....	7,878,708	8,014,497	9,592,550	10,179,069	11,240,597	17,348,216	19,909,408	21,705,348	23,288,131	27,295,459
Commercial.....	8,020,680	8,481,736	9,583,011	9,885,712	10,715,358	15,587,871	18,317,463	18,870,367	20,141,724	22,943,217
Dual purpose.....	73,524	81,524	114,136	166,133	215,916	453,202	663,558	959,322	1,260,953	1,728,530
Trailer.....	881,094	965,054	1,353,882	1,490,982	1,723,241	2,443,725	3,582,478	3,429,499	4,194,677	5,034,360
Motorcycle.....	25,701	22,443	24,716	22,314	21,418	24,851	31,123	32,256	44,212	53,860
Dealers — Automobile.....	44,679	44,649	51,776	49,452	49,427	72,461	77,172	75,269	80,260	84,959
— Motorcycle.....	66	42	51	57	48	66	40	51	94	159
Operators and instruction.....	932,078	956,380	1,081,544	1,105,478	1,184,112	1,270,563	1,365,984	1,615,507	1,632,835	1,777,925
Chauffeurs.....	557,176	579,568	638,109	648,991	684,761	717,625	754,088	783,594	799,184	866,689
In transits.....	13,865	7,214	8,870	7,016	5,139	10,060	11,962	13,117	13,988	19,258
Garages.....	83,678	84,964	95,421	95,227	98,821	99,927	106,935	106,808	114,068	273,474
Driving instructors.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18,133
TOTAL.....	18,511,249	19,238,071	22,544,066	23,650,431	25,938,838	38,028,567	44,820,211	47,591,138	51,570,126	60,096,023
<b>Fees</b>										
Transfers.....	286,754	300,571	350,457	363,686	371,456	415,696	453,160	891,241	818,671	886,146
Public vehicles.....	546,863	537,782	539,971	514,079	436,016	424,928	427,202	432,268	425,305	436,459
Public commercial vehicles.....	653,827	768,573	935,729	1,192,957	1,390,222	1,488,844	1,934,216	2,193,495	2,398,781	2,970,167
Duplicate permits and licences.....	21,189	23,696	25,997	28,571	30,505	32,503	43,644	68,236	66,946	72,807
Searches and certificates.....	6,641	8,262	9,748	9,709	13,009	19,052	22,610	45,332	58,276	70,578
Lists.....	11,015	12,195	19,229	7,065	15,134	20,915	16,432	15,498	20,091	25,511
Examinations.....	37,044	40,196	41,508	47,104	50,402	50,998	49,016	63,189	101,116	131,977
Miscellaneous.....	4,451	4,287	12,302	6,141	970	2,259	29,900	.....	2,755	16,565
TOTAL.....	1,567,784	1,695,562	1,934,941	2,169,312	2,307,714	2,455,195	2,976,180	3,709,259	3,891,941	4,610,210
<b>Fines</b>										
Breaches of Act†.....	251,662	288,570	360,609	363,237	465,782	822,410	1,304,715	1,262,092	1,348,865	1,230,325
GRAND TOTAL..... \$	20,330,695	21,222,203	24,839,616	26,182,980	28,712,334	41,306,172	49,101,106	52,562,489	56,810,932	65,936,558

\* Exclusive of the Unsatisfied Judgment Fund and the Ontario Highway Transport Board.

† Highway Traffic Act, Public Commercial Vehicles Act, Public Vehicles Act and Motor Vehicle Transport Act (Canada).

# PROVINCE OF ONTARIO DEPARTMENT OF TRANSPORT



31 DECEMBER 1960.



## **PERSONNEL BRANCH**

An indication of the Department's growth during the year is given by the further increase in the number of employees. Recruitment was lower, however, than in previous years. The greatest activity was on behalf of the Driver Improvement Division and, to a lesser degree, the Vehicle Inspection Branch. Staff strength as of December 31, 1960, was 789.

In the overall administration of the Department, considerable attention was paid to consolidating the efforts and improving the efficiency of groups and individuals. The Branch co-operated with supervisors in carrying out 135 promotions at all levels.

The Department's organizational structure remained essentially the same, although some changes were made — principally in the Motor Vehicle Licence Branch. The Personnel Branch continued to work closely with all levels of supervision in the many aspects of employee relations and staff development.

## MOTOR VEHICLE LICENCE BRANCH

The Branch issued a total of some 5.8 million documents, including permits for nearly 2.2 million motor vehicles and trailers, and licences for almost 2.4 million drivers. For the convenience of the public, drivers' licences, together with permits for motor vehicles and trailers, are issued by 260 agency offices throughout the Province, in addition to five offices staffed by the Department.

Tables showing the estimated numbers of licences and permits issued in 1960, as well as actual figures for previous years, are given in the Appendix. Garage licences numbered 14,809, an increase of 173 over the previous year.

The issue of special permits, required for the movement of overweight and oversize loads, is another of the duties of the Branch. These permits are issued only under special circumstances, and conditions governing their use are strictly enforced, in order to preserve highways and bridges and protect the general public. During the 1960 calendar year, 16,160 such permits were issued.



Exterior view of the Oshawa issuing office which is located in the shopping plaza.

## TRAFFIC ENGINEERING BRANCH

The Branch fulfils two main functions, intended to achieve the freer movement of traffic, greater convenience for motorists and increased road safety. In the first place, it studies and reports upon problems of traffic operations on municipal streets. This service is supplied free, upon request, to municipalities which do not require full-time specialists in traffic engineering. Secondly, through careful scrutiny of by-laws submitted to the Department for approval, it aids the preservation of as great a degree of uniformity as possible in local traffic regulation throughout Ontario. A total of 1,392 by-laws was dealt with during 1960, an increase of 37 per cent over 1959.

During the year, the Branch experienced an increased demand for the services it offers. Visits were paid to 69 municipal councils for the purpose of discussing local traffic problems. Following these discussions, 34 major studies, designs and reports were produced and forwarded for use by the municipalities. This was a 50 per cent increase over the corresponding number for 1959. In 450 other cases, aid was given in connection with operational methods, including speed limits, designs for minor intersections, traffic control signals, one-way streets, parking control and traffic signs.

## VEHICLE INSPECTION BRANCH

The continued growth of the trucking industry in Ontario was reflected in the greater volume of work performed during 1960.

An important function of the Branch is the issue of operating and vehicle licences to persons or companies authorized to conduct a bus or trucking business for compensation beyond the limits of one urban municipality. Another main function is the carrying out of a many-sided inspection programme.

**Licence Issue** — The total number of operating licences in effect in 1960 was greater than in 1959. Vehicle licences issued totalled some 43,300, an increase of nearly 3,000 over the previous year.

**Inspection Programme** — The Branch is responsible for the enforcement of four statutes: the Public Commercial Vehicles and Public Vehicles Acts, certain sections of the Highway Traffic Act, and the Motor Vehicle Transport Act (Canada).

Enforcement of the statutes requires trained personnel. To meet this need, all inspectors attend a two-weeks' orientation conference at the Department of Transport School, Port Credit, Ontario, and are given on-the-job instruction.

The inspection procedure at a permanent weigh scale is as follows. After the driver of a commercial vehicle has been signalled to enter the weigh station, the vehicle is guided over the scale platform and weighed. At the same time, the



maximum gross weight permitted by law is ascertained from the vehicle permit. The two weights are then compared. A public commercial vehicle is required to display special plates, whose numbers are checked to ensure that they are being used on the vehicle for which they were issued. The bills of lading are then examined and the load inspected. The vehicle's height, width and length are checked to ensure that they do not exceed the Provincial size restrictions. Every effort is made to carry out the inspection with the minimum of delay, so as to avoid inconvenience to operators.

Where infractions are disclosed, the inspector lays charges under the appropriate Acts or regulations for disposition by a magistrate's court.

A procedure similar to the above is followed by inspectors operating portable scales or on patrol.

The portable scales are moved frequently from place to place and used where the need for them is most urgent, usually in areas with no permanent weighing station.

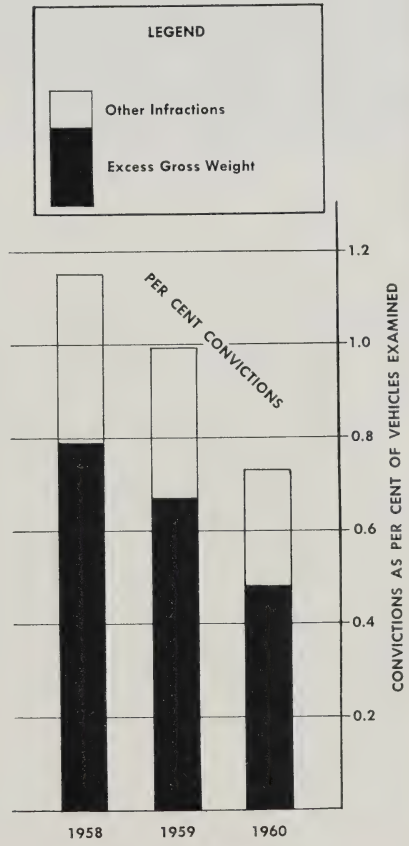
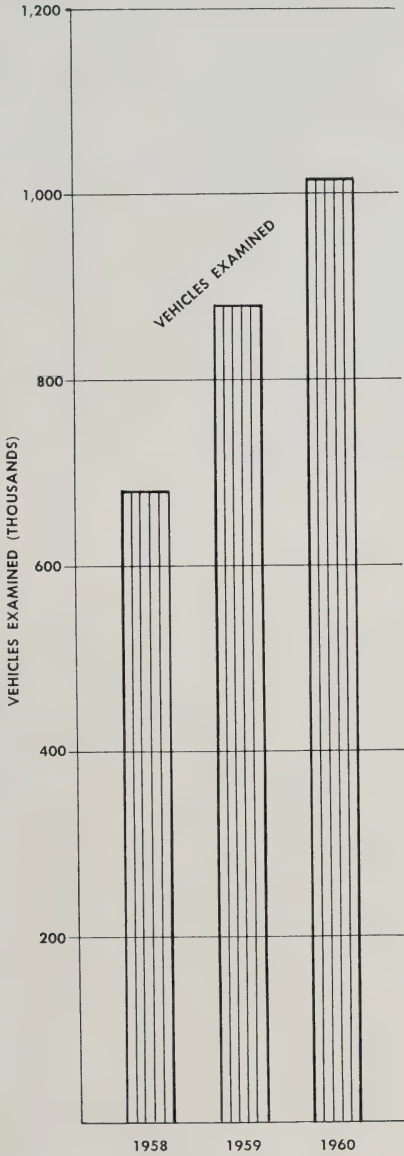
The patrol inspectors, operating in Departmental vehicles, are each responsible for an entire county or group of counties, depending on the density of traffic. Because of their mobility, they can also carry out special investigations, as well as examine school buses and garages.

For every school bus licensed as a public vehicle, a certificate of mechanical fitness signed by a licensed mechanic must be filed with the Department twice a year. In addition, periodic checks are carried out by inspectors of the Branch.



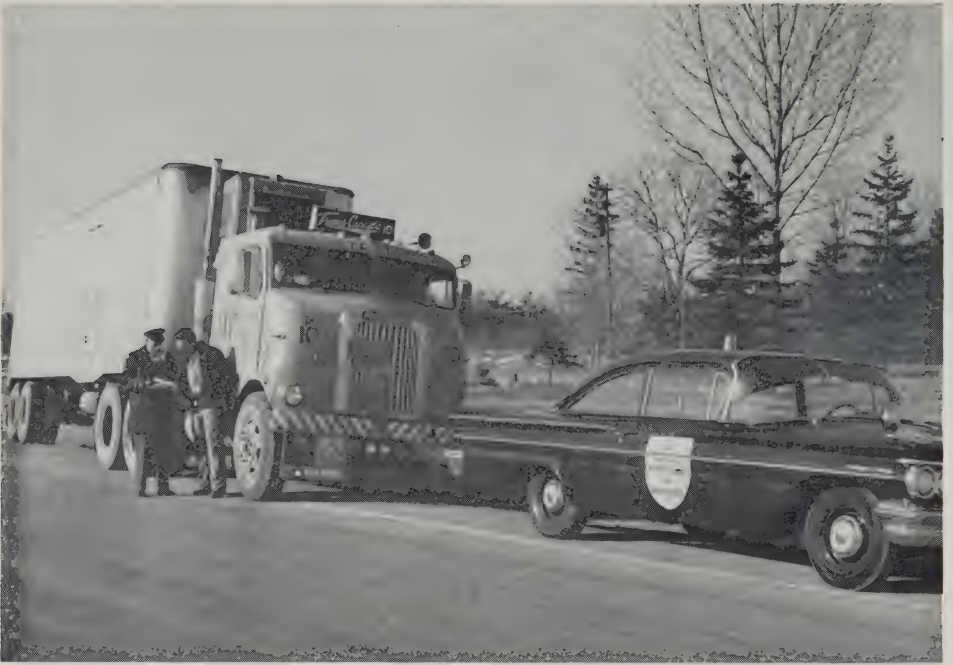
**Beginning of two weeks' introductory course for trainee vehicle inspectors at the Department of Transport School, Port Credit.**

VEHICLES\* EXAMINED AND PERCENTAGE OF CONVICTIONS OBTAINED  
BY DEPARTMENTAL INSPECTORS, 1958-1960



\* Trucks, combinations, buses and school buses.





Patrol inspector checking the bills of lading for a public commercial vehicle.



Checking passenger cars for mechanical fitness at the Vehicle Inspection Centre, Toronto.

The number of vehicles of all types examined in 1960 at permanent weigh stations, with the aid of portable scales and by patrol inspectors, was 1,015,596, compared with 880,162 in 1959. Total convictions numbered 7,399, as against 8,752 in the previous year. These included 4,888 convictions for excess gross weight (1959: 5,959) and 2,511 convictions for other types of offence (1959: 2,793).

A function of growing importance is the carrying out of special weight surveys, on behalf of the Research Branch. There are now three of these, conducted on a permanent basis. The statistical information obtained from them is proving of increasing value not only to the Department of Transport, but also to the Department of Highways.

Garages, parking lots, car dealers and vehicle wreckers within the Province are inspected periodically, for the purpose of verifying that they are licensed and that proper records are being kept.

Motor coaches operating over major bus routes are checked to ensure that filed schedules are being satisfactorily maintained and safe driving practices observed.

The Branch operates the Motor Vehicle Inspection Centre, opened on October 5, 1959 at Falstaff Avenue, Toronto, near the junction of Highway 401 and Keele Street. Two lanes are in continuous operation and a complete examination is given of wheel alignment, front end, lights and brakes. In all, 38 critical points are inspected. The lanes are designed to accommodate all sizes of vehicle from passenger cars to the largest bus or truck. Upon completion of the inspection, an "Approved" sticker is affixed to the windshield of every vehicle found to be in satisfactory mechanical condition. Should the examination disclose defects, the latter are entered in the inspection report, a copy of which is handed to the driver of the vehicle. The Department's efforts to encourage voluntary use of the safety lanes by the public have met with a favourable response.

## DRIVER CONTROL BRANCH

There being sound reason to believe that unsafe driving practices cause most accidents, the primary aim of the Branch is to improve driving performance.

**Driver Examinations**—Driving examinations of a uniformly high standard are essential to any programme for the promotion of safer, more efficient driving.

For this reason, upon the formation of the Department of Transport in July 1957, it was decided to establish permanent driver examination centres—staffed by competent, trained examiners—in major cities and towns throughout the Province. A more searching, four-part examination was introduced to ensure that candidates for drivers' licences meet required standards of knowledge, skill, and physical and mental competence.

The extension of the driver examination programme gained momentum during 1960. Fourteen new centres were opened—making a total of 23 permanent offices now in operation. By April 1961, it is expected that all driving tests will be conducted under the new programme.

Licence applicants at Department centres are now given a more thorough examination, including tests of vision, sign recognition, knowledge of rules of the road, and behind-the-wheel skill.

Vision is tested with a specially designed instrument which measures colour sense, depth perception and acuity. If significant shortcomings are discovered, the applicant is referred to an ophthalmologist or optometrist.

All candidates for licences must show that they fully understand signs, signals and lane markings. Particular care is taken with applicants who have difficulty with the English language.

At the Metropolitan Toronto Centre, the initial behind-the-wheel test is carried out on a large off-street area. This part of the examination requires the applicant to demonstrate his ability to carry out basic driving manoeuvres—backing, parking, turning—as well as show adequate general control of the vehicle, before he is permitted to complete the test on the highway.

Of the 99,034 persons who took the new driving tests at Department centres during the year, 37,796 or 38.2 per cent failed at the first attempt. Most of the latter passed their second or third test. In the meantime, they had improved their driving knowledge and skill.

**Re-examinations**—It is Department policy to require re-examinations in the following cases:

- (a) Drivers 80 years of age or over, who must be re-tested annually
- (b) Drivers 70 years of age or over, if involved in an accident
- (c) Accident repeaters
- (d) Drivers involved in fatal accidents
- (e) Drivers previously suspended under the point system.

**Driver Examination Centres**—At the end of 1960, civil service examiners were conducting tests at the following permanent centres:

Agincourt*	Galt	Oshawa*	Smiths Falls
Aurora	Guelph	Ottawa*	Stratford*
Barrie	Hamilton*	Pembroke	Sudbury
Belleville	Kitchener	Port Arthur*	Toronto*
Chatham	London*	Port Credit*	Windsor
Clinton	North Bay	Sarnia	

\* Centre in operation before 1960.

Additional service was provided by travelling examiners at 37 towns and villages on a weekly or twice-monthly schedule. These examination "points" are operated from permanent centres and geographically selected so that an applicant need seldom travel more than 20 miles for a driving test. The following points were in operation at the close of 1960:

Arnprior*	Georgetown	Marathon	Strathroy*
Atikokan	Geraldton	Mattawa	Sturgeon Falls
Aylmer	Glencoe	Milton*	Tilbury
Beardmore	Ingersoll*	Mount Forest	Tillsonburg*
Brighton	Kemptville	Nipigon	Tweed
Burks Falls	Leamington	Orangeville	Winchester
Carleton Place*	Listowel*	Picton	Wingham
Espanola	Little Current	Schreiber	Woodstock
Exeter	Madoc	St. Thomas*	Wallaceburg
Forest			

\* Examination point in operation before 1960.

**Driver Examiner Training**—All examiner recruits must complete a formal training course of three weeks. This is preceded and followed by on-the-job training. Training is designed to make driver examining more uniform, to raise the standards of driver examination, to develop good public relations and to ensure adequate knowledge of traffic law, highway signs and related subjects.

**Licensing Commercial Driving Instructors**—An increase in the number of licensed driving instructors took place as compared with 1959, when regulations governing commercial driving instructors became effective.

The practice of issuing temporary licences to applicants was discontinued.

After meeting adequate standards of physical fitness and character, applicants are required to attend convenient centres across the Province to be examined by specially trained examiners. Each applicant is given a copy of "Sportsmanlike Driving," a widely accepted textbook on driver education used in schools in the United States and Canada. Up to the end of December, 682 licences had been issued. These must be renewed annually on March 31.

## Services Division

The Services Division operates in close co-operation with the Driver Improvement and Financial Responsibility Divisions of the Branch.

Files maintained by the Division contain the individual records of more than



a million drivers and include details of convictions, accidents and suspensions, as well as medical and eye certificates.

The Division keeps files for all drivers whose operating records bring them within the scope of the point system. Cases which require action — in the form of warning letters, interviews, etc. — are referred to the Driver Improvement Division. When a driver reaches 12 or more points, his licence is automatically suspended for three months.

The Division carries out all suspensions and reinstatements, not merely those occurring under the point system. Suspensions issued during 1960 totalled 28,691, an increase of 6,063 over 1959.

Increasing reference to drivers' records is being made each year in connection with research into driver behaviour and improvement. Abstracts of records are provided for the police, insurance companies and other agencies. During 1960, 68,569 abstracts were issued, an increase of 7,633 over the 1959 total.

Other duties of the Division include the tabulation of statistics of convictions reported and suspensions applied, as well as the compilation of data on the operation of the point system.

### **Driver Improvement Division**

The chief function of the Division is to administer, in co-operation with the Services Division, the driver demerit point system. Under the latter, whose aim is to improve drivers, points are assigned for driving offences in proportion to their seriousness as accident-causing factors. The system operates in the following manner.

When a driver is found guilty of a traffic violation, the court sends the conviction certificate to the Branch. The appropriate number of points, as assigned by the regulations, is entered on the certificate, which is then filed alphabetically under the name of the driver involved.

If additional convictions bring the point total to six, an advisory letter is sent to the driver. The letter sets out the record, urges a change in driving behaviour and warns of the consequences, if further points are added to the record.

If the driver does not follow this advice and convictions for further offences bring his point total to nine, he is directed to attend an interview with a representative of the Department. The purpose of this consultation is to enable the driver to discuss and explain his actions. At the same time, it gives the Review Officer an opportunity to assess the driver's attitude and analyze his record more fully. Every effort is made to persuade the driver to change his faulty driving habits. After the interview, the Review Officer may recommend suspension, probation, a re-test, or attendance at a driver improvement clinic.

When 12 points are reached, a 3-month's suspension is applied by the Services Division.

### **Medical Board**

The Board was formed in 1945 to advise the Department in cases where physical or mental defects might affect the ability to drive safely. At present, board members include a senior representative of the Department, who serves as Chairman, two certified psychiatrists, a neurologist and a specialist in internal



medicine. Meetings are held twice a month to consider medical histories and other documents relating to individual cases submitted. Following these meetings, recommendations are made to the Department.

If conditions such as diabetes or epilepsy are known to have been under control for a sufficiently long period, permission to drive is granted.

During the year, 804 cases were referred to the Board for consideration. The licences of 137 drivers were withheld or withdrawn for medical reasons. Of these licences, 19 were subsequently reinstated. A further 285 drivers were allowed to retain their driving privileges, but required to file satisfactory medical reports each year.

The following table shows the different types of case considered by the Board during 1960:

NATURE OF AILMENT	NO. OF CASES
Epilepsy.....	212
Heart.....	111
Diabetes.....	53
Strokes.....	91
Spells of undetermined origin.....	116
Nervous and mental conditions.....	221
Total.....	804

**Financial Responsibility Division**

The functions of this Division are to control the financially irresponsible driver and to provide at least partial indemnity for those who have suffered monetary loss from accidents.

The operator who has shown lack of responsibility by unsafe behaviour, or failure to meet his obligations, is prohibited from driving unless he can prove that funds will be available for damage caused by him in future accidents. In 1960, of those whose licences were suspended under this provision 47 per cent were reinstated by filing proof of financial responsibility.

For certain minor offences, such formal proof is not required: it is merely necessary to show that insurance was in effect at the time of the offence. This advantage seems to have encouraged more owners to obtain insurance coverage. Thus from 1953, when the relevant legislation was enacted, until 1960, the percentage of insured owners in this special category rose from 48 per cent to 73 per cent.

The need to file proof of financial responsibility may be set aside after two years, if there is no further conviction which would require the filing of proof and if there is no pending action or unsettled judgment for damages resulting from the operation of a motor vehicle.

The Unsatisfied Judgment Fund was established to compensate persons for loss caused by a motor vehicle accident, where the person responsible for the damage was not insured and is unable to make payments.

Payment of a judgment that is uncollectable may be obtained from the Fund by submitting an application. During the year, 840 judgments were so paid. Of these, 34 were on behalf of hit-and-run drivers. The number involving known

drivers was below the total for 1959, but the amount of money paid from the Fund was higher. This was chiefly a result of the higher limits applicable to payments since 1958. Ten per cent of the claims were for amounts which would not have been fully paid under the previous limits.

When payment is made from the Fund, the driver's licence and motor vehicle permit of the judgment debtor are suspended. The suspension remains in effect until (1) arrangements are made to repay, and (2) proof of financial responsibility is filed. During the year there was an increase in the number of repayments leading to the reinstatement of driving privileges. This was the result of a change in regulations effective in May. Previously, a proposal for repayment could not be considered as justification for licence reinstatement unless the amount of each monthly payment would be at least \$25.00 or 10 per cent of income — whichever was higher. Under the revised regulations, all proposals for repayment, no matter how small, are considered by a committee. Every application is considered in terms of income, number of dependants, commitments and other circumstances.

## RESEARCH BRANCH

One of the main duties of the Branch is to examine and report upon transport questions of fundamental interest to the Department. Examples are the taxation of motor vehicles and the control of for-hire carrier operations. Other duties are to supply statistical information and advice, and to investigate engineering problems arising from the regulation and control of motor vehicles. The aim in all cases is to produce results of practical value to the Department and the Government.

**Studies and Reports**—A number of studies were made and reports submitted, in connection with various transport problems.

Additions to staff during the year enabled work on the highway finance study for Ontario to be resumed. Substantial progress has been made.

On behalf of the Canadian Motor Vehicle Association, whose membership comprises registrars of motor vehicles and chairmen of highway transport boards throughout the country, the task of drawing up a proposed uniform system of classifying motor vehicles and trailers in Canada was carried forward.

The Branch took part in meetings of the newly-formed Committee on Motor Vehicle Size and Weight Restrictions, Ontario, comprising representatives of the Departments of Transport and Highways. It supplied information on vehicle registrations and operating weights to members of the Committee.

Towards the close of the year, a random sample of licensed drivers was taken from the Departmental files. Mail questionnaires were prepared, which were sent out in the early part of 1961. The survey was designed to yield facts on the nature of the driver population, as well as the ownership and use of motor vehicles. This information, which is not at present available, will be valuable for several purposes.

**Statistics**—An important function of the Branch is to anticipate the need for new motor vehicle statistics and, where possible, to organize the collection and analysis of the basic data, and tabulation of the results.

An increased number of requests for statistics of various kinds was received by the Branch from within the Department, from other Government agencies (in particular, the Department of Highways) and outside organizations. Wherever possible, these requests were met. In addition, the Branch itself found a need for fuller information on such items as motor vehicle registrations and operations, the characteristics of the driver population, and so on.

During the year, the analysis of truck, tractor, trailer and bus registrations, by means of carefully chosen samples and the use of data processing equipment, was continued. Tables for the 1957 and 1958 licence years were prepared and distributed, and analysis of the statistics for 1959 begun.

In co-operation with the Vehicle Inspection Branch, the monthly sample survey of truck and combination operating weights was carried on at 11 permanent weigh stations. The resultant data were used to prepare the periodic summary of weight violations, distributed to senior Departmental officials, and to meet the requests for information referred to above. In August, an analysis of the data obtained over the 12-month period March 1, 1959 to February 29, 1960 was made, and tables prepared. Some of the latter are shown in the Appendix. It will be noted that they provide information not hitherto available and give fairly precise answers to questions which were previously the subject of speculation. In addition to this work on the monthly sample survey, two further surveys were begun — for trains (comprising more than two vehicle units) and vehicles operating under special permit. The need for these had become apparent during preceding months.

Agreement was reached with the Motor Vehicle Licence Branch and the Accounts Branch regarding improvements in the fiscal and licence year statements issued by the Department.

The periodic analysis and tabulation of data on the mechanical condition of vehicles examined at the Motor Vehicle Inspection Centre, Falstaff Avenue, Toronto, continued.

**Engineering**—The research engineer, as a member of the Motor Vehicle Noise Research Committee, participated in further study of the problem of motor vehicle noise.

In connection with the preparation of Ontario regulations governing the carriage of dangerous materials by road, discussions were held with the Bureau of Motor Carriers of the Interstate Commerce Commission and American Trucking Associations Incorporated.

In June, the research engineer was appointed to the Standing Committee on Engineering and Inspection of the American Association of Motor Vehicle Administrators and was assigned to the Sub-Committee on Engineering. The latter meets annually in Detroit with the Engineering Advisory Committee of the Automobile Manufacturers Association (representing motor vehicle producers) to discuss problems related to the design of motor vehicles and their equipment. Examples are rear vision equipment, the rating of brake linings, turn signal indicators and air brake safety devices.

Various methods of accurately measuring the volume of diesel fuel carried in motor vehicle supply tanks were studied and that which appeared most feasible was selected for testing in the Research Branch laboratory. The success of this method warranted the construction and development of an experimental model

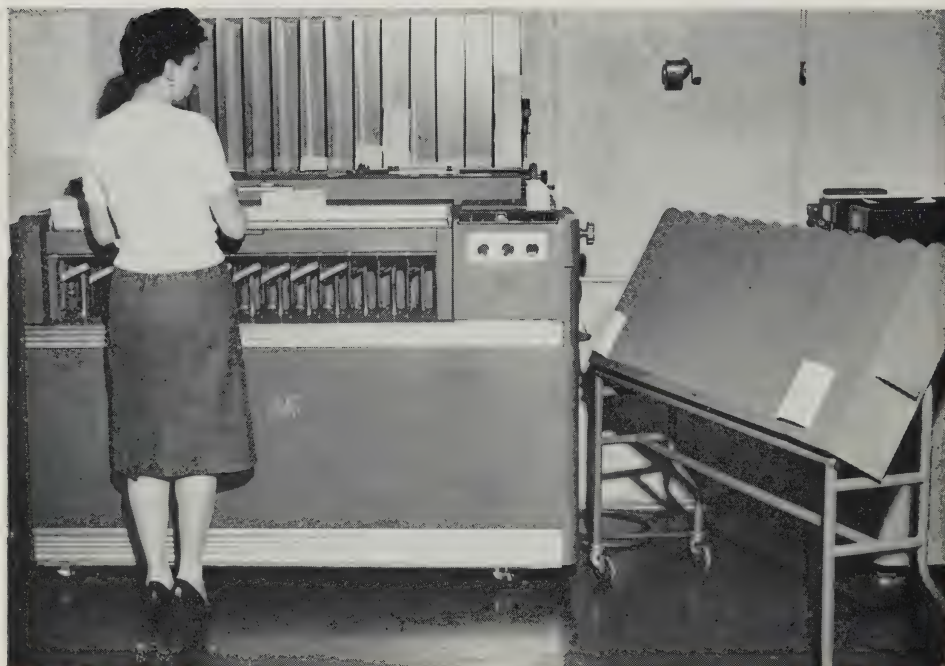




Part of the punched card equipment used for transport research and the analysis of motor vehicle accident statistics.

Top: Key punch and verifying machines.

Bottom: Sorting machine.



in the laboratory. The device is now being tested under operational conditions at Departmental weigh stations.

On a number of occasions during the year, the research engineer was asked for an opinion on technical matters, including hydraulic brake fluids, safety glass for windshields, braking performance, speed regulation by means of governors, and the merits of private inventions for which Departmental endorsement had been requested.

**Other duties—**The Branch continued to operate the Departmental library and issue a monthly digest of transport publications, designed to acquaint senior administrators with major developments in the field of motor transport. As in previous years, it compiled the annual report of the Department.

## HIGHWAY SAFETY BRANCH

The Highway Safety Branch is best known for its work in enlisting public support for traffic safety programmes. It is also responsible for assembling and distributing accurate statistics on motor vehicle accidents; for co-ordinating the high school driver instruction programme in co-operation with the Department of Education; and for directing the Department's safety advertising and publicity.

Much of the success of the Branch is due to the valuable co-operation it receives not only from the Department of Education, but also from other agencies of the Ontario Government, as well as many organizations outside the Government. Particularly valuable assistance is given by the Departments of Highways and Attorney-General.

**Conferences—**Members of the staff of the Branch took an active part in a number of major conferences during the year.

The second Farm Safety Conference was held under the joint sponsorship of the Departments of Agriculture and Transport at the Ontario Agricultural College, Guelph, on February 9 and 10. More than 400 farm workers representing every county and district in the Province, as well as representatives of interested organizations, convened for a concentrated two-day study of safety on the farm, in the farm home and on the highway.

Early in May, the sixth annual meeting of the Canadian Highway Safety Council was held. Members of the Department carried out many assignments in connection with the various sessions. The Conference was attended by more than 250 delegates from across Canada and its theme was "Coast to Coast for Safety".

The Branch planned and organized the safety education session at the annual C.G.R.A. convention held in Toronto from October 17 to 20.

**Special Campaigns—**During 1960, the highway safety advertising and publicity programme was built around three major seasonal campaigns: Police Public Relations in April and May; Child Traffic Safety in September and October; and Moral Responsibility in December.

The police public relations programme was designed to develop community support for effective traffic law enforcement and to emphasize the vital importance of the traffic policeman's role in helping to prevent accidents.



One of the basic elements of the programme was an outdoor advertising campaign involving the use of some 150 billboards located at strategic points throughout the Province. The poster showed a picture of a police officer on a motorcycle and the slogan "Help me prevent accidents".

Another feature was the production and distribution of a kit of safety promotion material to assist community organizations in planning and conducting effective police public relations programmes at the local level. The package included samples of folders, posters and other material. Sets of the kit were sent to police departments, magistrates, local safety councils, and other organizations or individuals interested in helping to reduce the traffic accident toll.

In the first week of September, coincident with the return to school of a million children, a child traffic safety campaign was launched. Two types of safety promotion material were produced and distributed: one designed for elementary school teachers, the other for community leaders, police departments and local organizations. Every elementary school in Ontario received a copy of the kit.

In December, the Branch began its third annual moral responsibility campaign. It was designed to focus the attention of churches and synagogues on the extreme urgency of the traffic accident problem. Its purpose was to enlist the co-operation and support of religious leaders in persuading motorists and pedestrians to accept moral responsibility for obeying the traffic laws and rules of the road. A special kit of materials was distributed to 5,000 churchmen of all faiths and to 4,000 other community leaders.

The Branch joined with other agencies in the promotion of two further campaigns. In connection with the spring vehicle safety check programme in May, police forces throughout the Province were supplied with kits of safety literature specially designed to assist them in inspecting motor vehicles for mechanical fitness. To emphasize the need for observing traffic laws while driving on vacation, the Branch co-operated during the summer with national and international safety organizations in developing the theme "Slow Down and Live".

**Regional Accident Prevention**—There are now accident prevention organizers for Northern, Western, Central and Eastern Ontario. They work with local authorities, school boards, police, service clubs and other bodies to encourage the formation of local safety councils, the organization of school safety patrols, and acceptance of driver instruction courses in the high schools. They also advise established safety councils, and assist schools in safety teaching by means of talks and film shows given to the students. They co-operate with local newspapers, radio and television stations in the dissemination of safety information to the general public.

Over 70 safety councils are now in existence in Ontario, 16 of which were set up during 1960. School safety patrols are presently operating in 900 schools, both urban and rural. This means that approximately 15,000 school patrol members are actively engaged in ensuring the safety of their fellow students. During the year, 21 new patrols were trained by officers of the Branch. School patrols are operating in Ottawa, Windsor, Kitchener and Guelph, as well as many other cities and towns.

Talks on the different aspects of traffic safety were given throughout the Province to school boards, service clubs, home-and-school and parent-teacher associations, as well as numerous other local bodies. Safety films were shown in

conjunction with many of these talks. The Highway Safety Branch maintains a small library of films for this purpose and they are in almost continuous use.

**Driver Instruction in Secondary Schools**—An important event during the year was the issue of a joint memorandum by the Minister of Education and the Minister of Transport outlining the new policy on driver instruction in secondary schools. The memorandum sets certain minimum standards with which schools must conform, if they wish to receive the financial and material aid which is offered. It is stressed that all driver instruction courses must be held outside regular school hours and must not reduce, or interfere with, the time allotted to regular subjects in the school curriculum.

The memorandum was issued in October and has already aroused considerable interest among school boards. Accident prevention organizers have received numerous requests from secondary school boards to discuss introduction of the programme. It would seem that the new policy may well result in an increase in the number of schools offering driver instruction courses to their pupils. Courses of this type are now being offered by 48 secondary schools, eight of which introduced them after the memorandum was issued in October 1960.

**Women's Activities**—Women's and parents' groups continued to take an active part in traffic accident prevention at the Provincial and local levels. Working in close co-operation with the Women's Division, the Provincial executives of many organizations gave encouragement and direction in traffic safety matters to their units throughout the Province.

An example of a traffic safety project developed by a women's group was provided by the Toronto Junior League. With the aid of the Women's Division, this group organized a traffic safety course for pre-school children. This became the basis of the programme Traffic Safety for Nursery Schools and Kindergartens, details of which are now being distributed by the Department to teachers in Ontario. There has been an excellent response.

Again in 1960, many women's groups entered their various traffic safety projects for the Carol Lane awards. This national competition recognizes the contribution to accident prevention made by women. The chief award was won by an Ontario group.

Preparation and distribution of "Ontario Traffic Safety" continued. The purpose of this bulletin is to provide a regular exchange of information among persons in all parts of the Province who are interested in the prevention of highway accidents.

Requests from radio and television stations for interviews and presentations increased in number. As many as possible of these requests were met and, in addition, speaking engagements were fulfilled.

**Advertising and Publicity**—Efforts to increase highway safety in the particular directions referred to above were supported by the general advertising and publicity programme. Carefully planned and co-ordinated advertisements were placed in daily and weekly newspapers, as well as in farm, foreign language, religious, educational and miscellaneous publications. Periodic press releases were made.

As in previous years, the Branch sponsored a programme designed to keep traffic safety uppermost in the minds of school children during the summer

vacation period. In June 1960, a letter signed jointly by the Ministers of Education and Transport was sent to every elementary school principal in the Province. It offered quantities of a height-measuring tape, listing the basic child safety rules, for distribution through the schools.

Displays drawing attention to various aspects of the Department's activities were exhibited at the Canadian National Exhibition in Toronto, the Central Canada Exhibition in Ottawa, and the Western Ontario Fair in London, as well as at conventions, conferences and meetings held throughout the year.

**Accidents Statistics**—An increased volume of information on motor vehicle accidents was made available. Monthly statistics are now supplied to 278 police departments; in addition, full accident data are sent to the headquarters of the Ontario Provincial Police, whence they are distributed to the various districts.

An improvement in the reporting of accidents, especially by police departments, took place during the year.

Although total accidents were more numerous in 1960 than in 1959, there was a fall in both fatal accidents and persons killed. The latter improvement occurred despite an increase of 3.0 per cent in the estimated mileage travelled by Ontario motor vehicles, partly attributable to a rise of 4.5 per cent in registrations.

Accidents involving pedestrians rose by 8.2 per cent. Although these accidents formed only 6.2 per cent of total accidents, they accounted for 28.5 per cent of the persons killed in all types of road accident.

The division of accidents between rural and urban areas showed a relative increase in urban areas. The percentages were 62.6 per cent (urban) and 37.4 per cent (rural), as compared with 60.0 per cent and 40.0 per cent in 1959. Rural highways were the scene of 37.4 per cent of all accidents and 67.7 per cent of fatal accidents.

## **EMERGENCY MEASURES ORGANIZATION**

In January 1960, an interdepartmental committee of the Provincial Government, to be known as the Emergency Measures Organization of Ontario, was created by Order-in-Council. The main burden of the Organization's work — for example, in regard to planning, training and operations — has been assumed by the Department of Commerce and Development.

Establishment of the Organization resulted from the rapid developments in rocket technology over recent years. The probability that in the event of war rockets would be used to deliver a nuclear attack had reduced the estimated warning period from several hours to only a few minutes. In consequence, fresh plans were needed to safeguard the population and maintain essential services.

The Department, which has two representatives on the Committee, has a twofold role: firstly, to co-operate with the Federal Emergency Measures Organization and other interested agencies in drawing up plans which would enable the most effective use to be made of commercial motor transport in time of emergency; secondly, if the need should arise, to ensure that these plans are carried into effect.

---

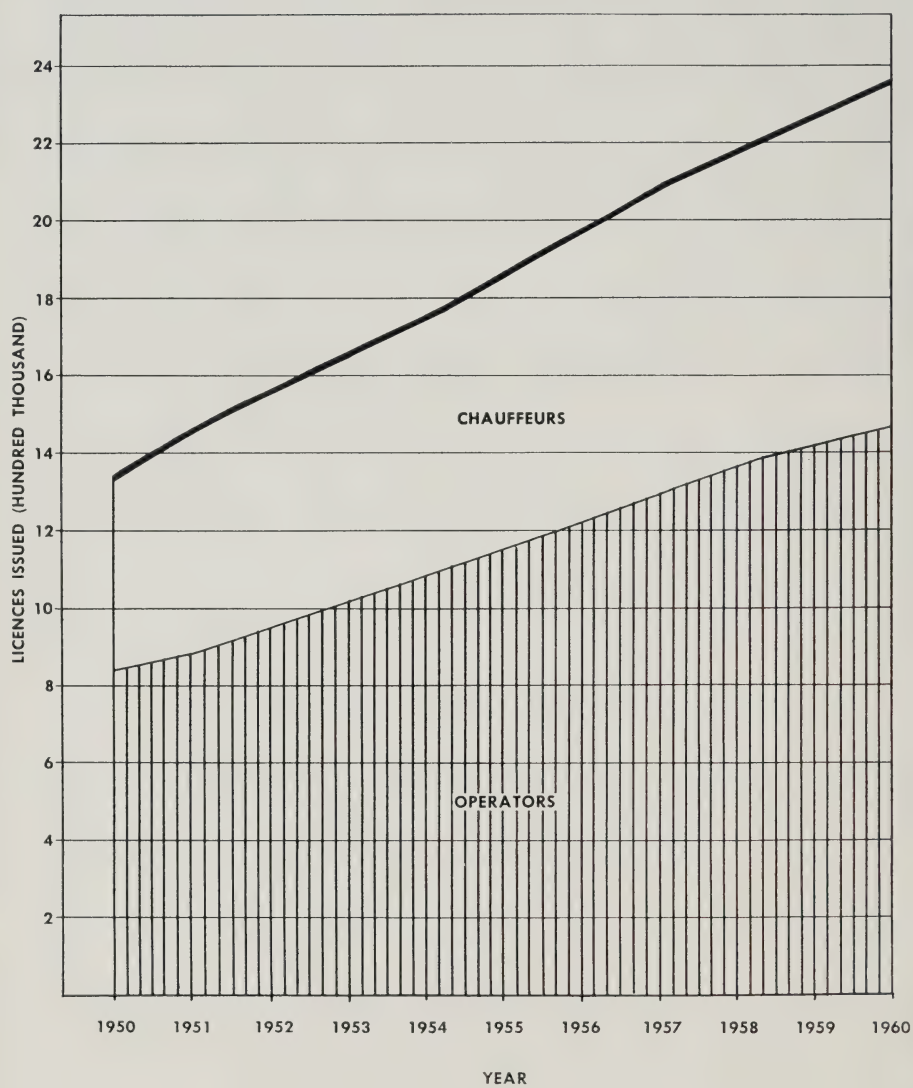
---

## **APPENDIX TABLES**

---

---

# DRIVERS' LICENCES ISSUED, 1950-1960





## MOTOR VEHICLE LICENCE BRANCH

**TABLE 1: LICENCES AND PERMITS ISSUED, 1956-1960\***

CLASS OF LICENCE OR PERMIT	1956	1957	1958	1959	1960†
<b>Drivers' Licences:</b>					
Operators.....	1,221,637	1,299,467	1,357,647	1,419,201	1,473,500
Chauffeurs.....	746,152	789,084	818,770	851,045	882,000
<b>TOTAL.....</b>	<b>1,967,789</b>	<b>2,088,551</b>	<b>2,176,417</b>	<b>2,270,246</b>	<b>2,355,500</b>
<b>Other documents:</b>					
Instruction permits.....	406,479	426,834	414,300	428,301	427,000
Transfers.....	484,708	468,386	426,051	451,534	457,000
Transfers (dealers).....	364,833	341,191	351,495	373,229	373,000
"In Transit" permits.....	24,764	14,522	14,384	19,448	17,300
Manufacturers' and dealers' permits.....	2,673	2,741	2,755	2,958	3,100
Motorcycle dealers' permits.....	13	9	11	13	20

\* Excluding motor vehicle and trailer permits, shown in Table 2.

† Includes estimate for period January 1 to March 15, 1961.

**TABLE 2: MOTOR VEHICLE REGISTRATIONS, 1903-1960**

LICENCE YEAR*	PASSENGER	TRUCK AND TRACTOR	BUS	DUAL PURPOSE	MOTOR- CYCLE	TOTAL MOTOR VEHICLE	TRAILER
1903	178	.....	Included with truck and tractor	.....	.....	178	.....
1904	535	.....		.....	.....	535	.....
1905	553	.....		.....	.....	553	.....
1906	1,176	.....		.....	.....	1,176	.....
1907	1,530	.....		.....	.....	1,530	.....
1908	1,754	.....		.....	.....	1,754	.....
1909	2,452	.....		.....	.....	2,452	.....
1910	4,230	.....		.....	.....	4,230	.....
1911	11,339	.....		.....	.....	11,339	.....
1912	16,268	.....		.....	1,754	18,022	.....
1913	23,700	.....		.....	2,900	26,600	.....
1914	31,724	.....		.....	3,633	35,357	.....
1915	42,346	.....		.....	4,174	46,520	.....
1916	51,589	2,786		.....	4,287	58,662	.....
1917	78,861	4,929		.....	5,180	88,970	.....
1918	101,599	7,529		.....	5,002	114,130	.....
1919	127,860	11,428		.....	5,516	144,804	.....
1920	155,861	16,204		.....	5,496	177,561	.....
1921	181,978	19,554		.....	4,989	206,521	327
1922	210,333	24,164		.....	4,799	239,296	463
1923	245,815	28,612		.....	4,325	278,752	591
1924	271,341	31,488		.....	3,941	306,770	778
1925	303,736	34,690		.....	3,748	342,174	1,058
1926	343,992	39,012		.....	3,345	386,349	1,398
1927	386,903	43,442		.....	3,159	433,504	1,962
1928	429,426	54,714		.....	3,197	487,337	3,281
1929	473,222	55,218		8,226	3,541	540,207	4,903
1930	490,906	61,690		5,986	3,924	562,506	7,111
1931	489,713	64,256		4,177	4,070	562,216	9,996
1932	462,923	61,347		3,239	4,088	531,597	12,998

TABLE 2: CONTINUED

LICENCE YEAR*	PASSENGER	TRUCK AND TRACTOR	BUS	DUAL PURPOSE	MOTOR- CYCLE	TOTAL MOTOR VEHICLE	TRAILER
1933	453,314	59,129	631	2,909	4,370	520,353	16,311
1934	470,617	63,771	665	2,724	4,468	542,245	19,871
1935	489,610	66,886	704	2,370	4,506	564,076	24,232
1936	514,211	69,924	769	†	4,553	589,457	27,930
1937	541,802	74,867	820	1,847	4,582	623,918	31,771
1938	580,364	80,758	884	1,876	5,206	669,088	39,059
1939	593,693	81,246	960	1,893	5,099	682,891	41,586
1940	610,576	84,980	1,058	1,855	5,403	703,872	44,650
1941	636,624	93,754	1,268	1,654	5,894	739,194	48,739
1942	611,897	94,318	1,518	1,543	6,104	715,380	48,795
1943	586,036	96,103	1,614	1,447	6,415	691,615	48,426
1944	568,223	97,869	1,743	1,321	5,901	675,057	48,900
1945	555,461	98,339	1,895	1,279	5,745	662,719	53,004
1946	585,604	115,002	2,215	1,303	6,982	711,106	61,114
1947	645,252	137,990	2,940	1,294	9,471	796,947	65,714
1948	698,384	159,388	3,201	1,199	11,086	873,258	69,425
1949	771,709	180,143	3,455	1,035	13,027	969,369	71,521
1950	881,143	199,188	3,612	6,428‡	13,709	1,104,080	72,519
1951	958,082	221,310	3,961	8,275	13,470	1,205,098	73,495
1952	1,024,816	239,675	3,916	9,939	13,407	1,291,753	74,937
1953	1,117,175	258,075	3,848	13,707	13,314	1,406,119	80,673
1954	1,187,725	268,269	3,972	17,560	12,454	1,489,980	86,839
1955	1,292,133	283,837	4,105	25,457	12,321	1,617,853	93,829
1956	1,365,874	293,049	4,280	35,385	11,652	1,710,240	100,472
1957	1,431,438	299,990	4,578	45,971	11,522	1,793,499	109,150
1958	1,492,039	303,473	4,844	58,418	10,148	1,868,922	119,917
1959	1,573,365	311,074	5,198	74,014	10,086	1,973,737	132,743
1960§	1,640,000	314,300	5,900	92,500	9,360	2,062,060	136,600

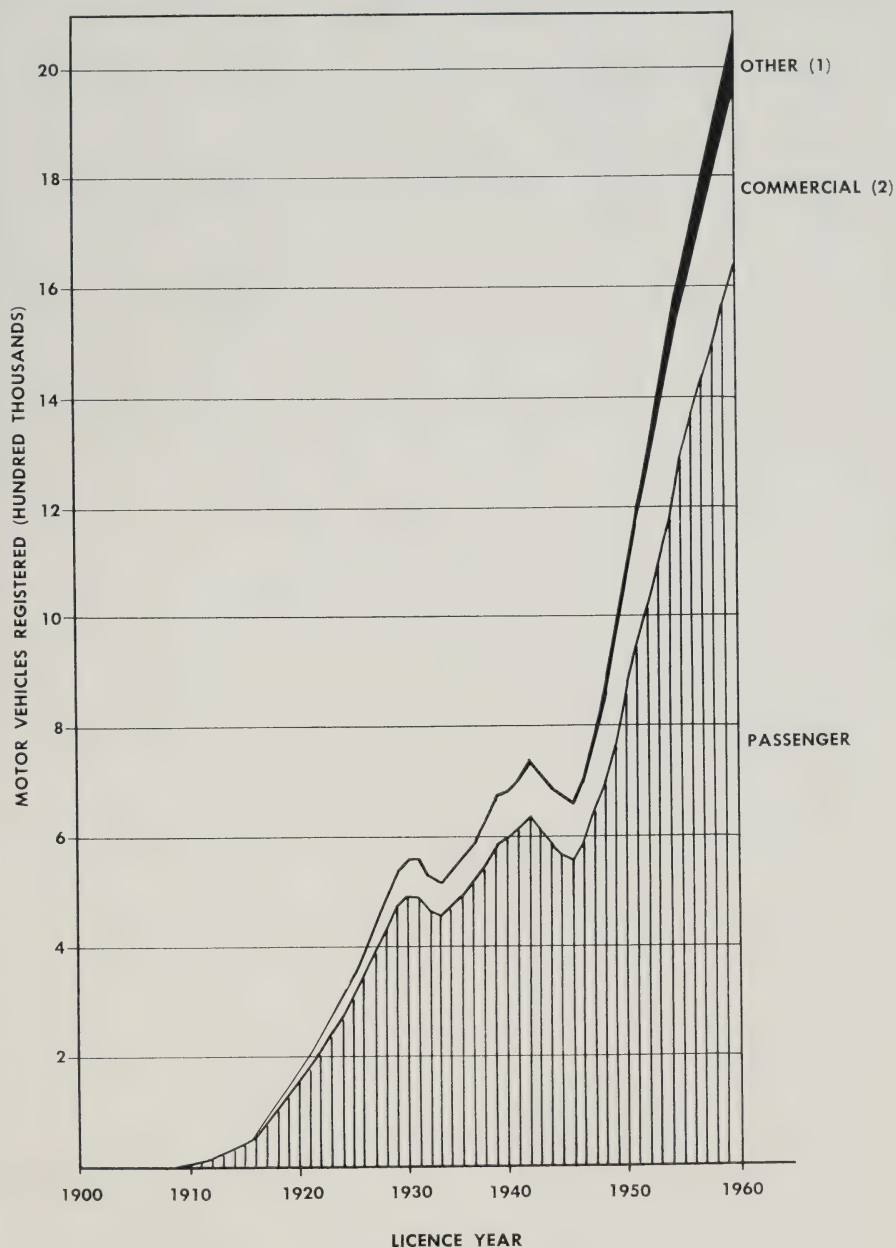
\* Licence plates bearing the number of a particular year are issued from January 1 of that year for a period of approximately 14½ months. However, the number issued after December 31 is relatively very small.

† Included with passenger cars.

‡ Beginning in 1950, station wagons and similar vehicles included in dual purpose.

§ Includes estimate for period January 1 to March 15, 1961.

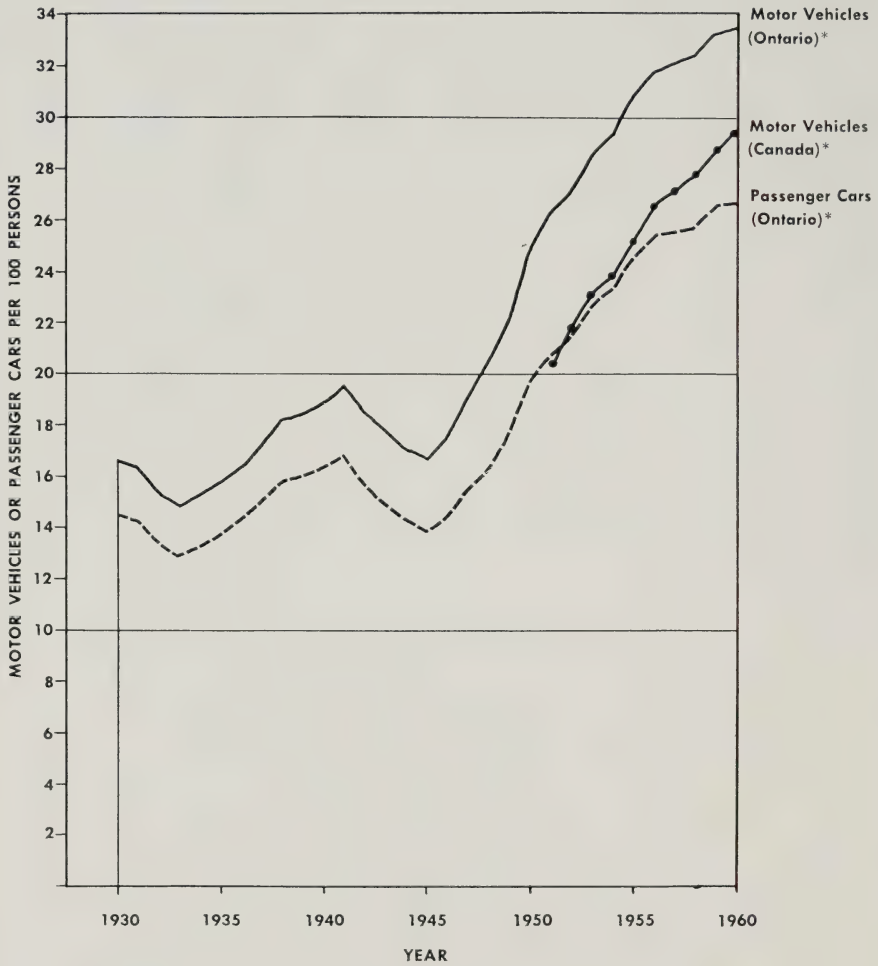
# MOTOR VEHICLE REGISTRATIONS 1903-1960



(1) Dual purpose vehicles and motorcycles

(2) Trucks, tractors and buses

# MOTOR VEHICLES AND PASSENGER CARS PER 100 HEAD OF POPULATION ONTARIO, 1930-1960



\* Per 100 head of population.

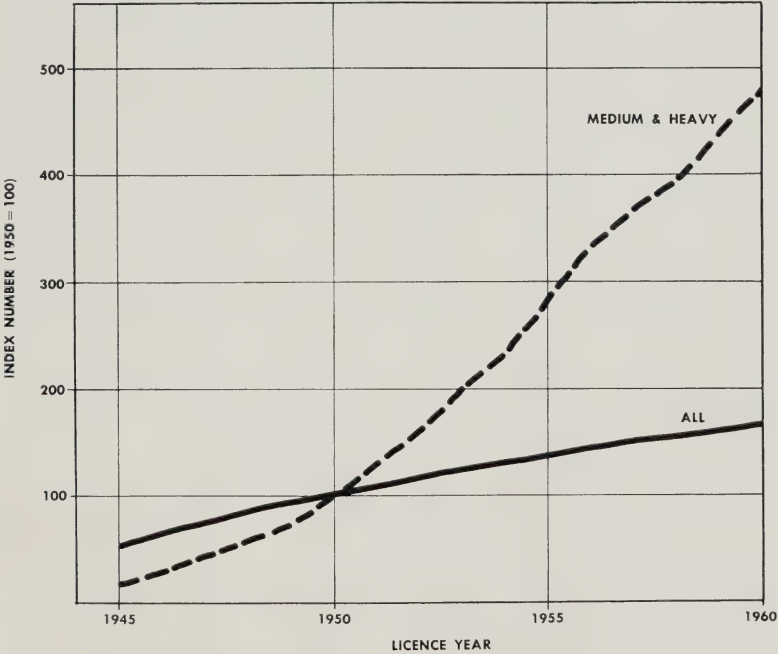
TABLE 3: PROPORTIONATE INCREASES OF (1) MEDIUM AND HEAVY COMMERCIAL VEHICLES (2) ALL COMMERCIAL VEHICLES, 1945-1959

LICENCE YEAR	MEDIUM AND HEAVY COMMERCIAL *	INDEX No. (1950=100)	ALL COMMERCIAL †	INDEX No. (1950=100)
1945	2,081	18	153,238	56
1946	3,139	27	178,331	65
1947	4,787	42	206,644	75
1948	6,381	56	232,014	84
1949	8,199	72	255,119	93
1950	11,424	100	275,319	100
1951	15,082	132	298,766	109
1952	18,594	163	318,528	116
1953	22,761	199	342,596	124
1954	26,094	228	359,080	130
1955	31,945	280	381,771	139
1956	37,877	332	397,801	144
1957	41,780	366	413,718	150
1958	44,651	391	428,234	156
1959	50,533	442	449,015	163

\* Trucks, tractors, trailers and buses with a registered gross weight of more than 10 tons.

† All trucks, tractors, trailers and buses.

PROPORTIONATE INCREASES OF (1) MEDIUM AND HEAVY COMMERCIAL VEHICLES\* (2) ALL COMMERCIAL VEHICLES  
1945 - 1960



\* With a registered gross weight of more than 10 tons.  
"Commercial vehicles" comprise trucks, tractors, trailers and buses.



**TABLE 4: PASSENGER AND COMMERCIAL MOTOR VEHICLE REGISTRATIONS  
BY COUNTIES AND DISTRICTS†, 1958 AND 1959**

COUNTY OR DISTRICT	PASSENGER		COMMERCIAL*		TOTAL	
	1958	1959	1958	1959	1958	1959
Algoma.....	18,395	21,628	5,406	5,543	23,801	27,171
Brant.....	21,021	21,753	4,131	4,147	25,152	25,900
Bruce.....	12,675	12,948	3,084	3,123	15,759	16,071
Carleton.....	79,284	81,859	10,501	11,008	89,785	92,867
Cochrane.....	15,183	15,619	4,823	4,964	20,006	20,583
Dufferin.....	4,445	4,447	1,365	1,375	5,810	5,822
Dundas.....	5,284	5,311	1,343	1,352	6,627	6,663
Durham.....	8,453	8,759	2,045	2,123	10,498	10,882
Elgin.....	18,763	19,190	4,519	4,548	23,282	23,738
Essex.....	63,608	64,355	11,267	11,502	74,875	75,857
Frontenac.....	20,158	21,361	4,061	4,097	24,219	25,458
Glengarry.....	5,826	5,897	1,210	1,230	7,036	7,127
Grenville.....	5,813	5,890	1,374	1,389	7,187	7,279
Grey.....	15,627	15,887	3,527	3,783	19,154	19,670
Haldimand.....	8,363	8,419	2,808	2,822	11,171	11,241
Haliburton.....	2,094	2,153	821	851	2,915	3,004
Halton.....	23,715	27,877	3,901	4,021	27,616	31,898
Hastings.....	24,103	24,897	5,566	5,684	29,669	30,581
Huron.....	14,784	14,951	3,891	4,029	18,675	18,980
Kenora.....	7,079	7,263	2,854	2,891	9,933	10,154
Kent.....	25,417	26,187	7,153	7,253	32,570	33,440
Lambton.....	25,422	26,918	5,077	5,231	30,499	32,149
Lanark.....	9,483	10,091	1,920	1,988	11,403	12,079
Leeds.....	11,415	12,019	2,605	2,631	14,020	14,650
Lenn. and Addington...	5,337	5,428	1,754	1,801	7,091	7,229
Lincoln.....	32,377	34,101	6,577	7,024	38,954	41,125
Manitoulin.....	1,994	2,014	1,040	1,071	3,034	3,085
Middlesex.....	54,091	56,141	9,960	10,364	64,051	66,505
Muskoka.....	6,452	6,542	2,402	2,443	8,854	8,985
Nipissing.....	10,597	12,122	3,984	4,078	14,581	16,200
Norfolk.....	13,054	13,265	3,559	3,622	16,613	16,887
Northumberland.....	8,853	9,133	2,413	2,502	11,266	11,635
Ontario.....	28,405	30,757	5,453	6,051	33,858	36,808
Oxford.....	19,965	20,544	5,342	5,421	25,307	25,965
Parry Sound.....	5,182	5,918	2,756	2,832	7,938	8,750
Peel.....	24,564	30,966	4,577	4,897	29,141	35,863
Perth.....	15,388	15,628	3,684	3,775	19,072	19,403
Peterborough.....	18,317	18,741	3,650	3,690	21,967	22,431
Prescott.....	5,320	5,459	1,549	1,587	6,869	7,046
Prince Edward.....	5,466	5,513	1,235	1,537	6,701	7,050
Rainy River.....	5,059	5,178	1,800	1,862	6,859	7,040
Renfrew.....	18,608	18,682	4,464	4,479	23,072	23,161
Russell.....	3,410	3,727	1,161	1,270	4,571	4,997
Simcoe.....	31,949	32,343	7,238	7,499	39,187	39,842
Stormont.....	14,625	14,921	2,484	2,499	17,109	17,420
Sudbury.....	29,044	30,622	7,252	7,336	36,296	37,958
Thunder Bay.....	25,258	26,892	7,193	7,245	32,451	34,137
Temiskaming.....	11,559	11,736	4,052	4,082	15,611	15,818
Victoria.....	8,234	8,261	2,154	2,219	10,388	10,480
Waterloo.....	40,823	44,873	8,070	8,131	48,893	53,004
Welland.....	41,360	43,124	8,224	8,344	49,584	51,468
Wellington.....	29,292	30,458	4,125	4,662	33,417	35,120
Wentworth.....	89,368	92,835	14,079	14,245	103,447	107,080
York.....	440,128	470,170	79,804	81,074	519,932	551,244
Non-Residents.....	1,550	1,592	1,030	1,045	2,580	2,637
TOTAL.....	1,492,039	1,573,365	308,317	316,272	1,800,356	1,889,637

†Including cities.

\* Trucks, tractors and buses.

TABLE 5: PASSENGER AND COMMERCIAL MOTOR VEHICLE REGISTRATIONS  
BY CITIES, 1958 AND 1959

CITY	PASSENGER		COMMERCIAL*		TOTAL	
	1958	1959	1958	1959	1958	1959
Barrie.....		6,356		1,320		7,676
Belleville.....	7,383	7,546	1,263	1,294	8,646	8,840
Brantford.....	14,240	14,892	2,274	2,283	16,514	17,175
Chatham.....	7,777	8,313	2,037	2,055	9,814	10,368
Cornwall.....	9,885	9,539	1,219	1,233	11,104	10,772
Fort William.....	10,650	10,860	1,857	1,864	12,507	12,724
Galt.....	6,690	7,095	1,050	1,067	7,740	8,162
Guelph.....	9,331	10,291	1,333	1,446	10,664	11,737
Hamilton.....	64,037	67,028	9,946	10,064	73,983	77,092
Kingston.....	13,322	13,901	2,093	2,105	15,415	16,006
Kitchener.....	16,870	17,325	2,857	2,867	19,727	20,192
London.....	38,520	39,787	5,330	5,434	43,850	45,221
Niagara Falls.....	14,599	15,048	2,020	2,059	16,619	17,107
North Bay.....	5,008	5,754	1,643	1,698	6,651	7,452
Oshawa.....	15,949	16,741	2,311	2,490	18,260	19,231
Ottawa.....	60,650	62,443	8,046	8,251	68,696	70,694
Owen Sound.....	5,015	5,126	994	1,074	6,009	6,200
Peterborough.....	12,413	12,669	1,526	1,547	13,939	14,216
Port Arthur.....	10,258	11,154	2,161	2,187	12,419	13,341
St. Catharines.....	17,945	19,092	2,719	2,879	20,664	21,971
St. Thomas.....	7,291	7,508	1,092	1,107	8,383	8,615
Sarnia.....	14,539	15,218	1,973	2,029	16,512	17,247
Sault Ste. Marie.....	9,530	10,735	2,641	2,699	12,171	13,434
Stratford.....	6,001	6,091	1,016	1,060	7,017	7,151
Sudbury.....	14,145	15,254	2,964	3,000	17,109	18,254
Toronto (Metro).....	397,120	420,866	76,418	77,407	473,538	498,273
Waterloo.....	4,696	5,006	1,347	1,369	6,043	6,375
Welland.....	8,038	8,263	1,447	1,465	9,485	9,728
Windsor.....	37,403	37,433	6,216	6,318	43,619	43,751
Woodstock.....	5,501	5,761	1,135	1,175	6,636	6,936
TOTAL.....	844,806	893,095	148,928	152,846	993,734	1,045,941

\*Trucks, tractors and buses.

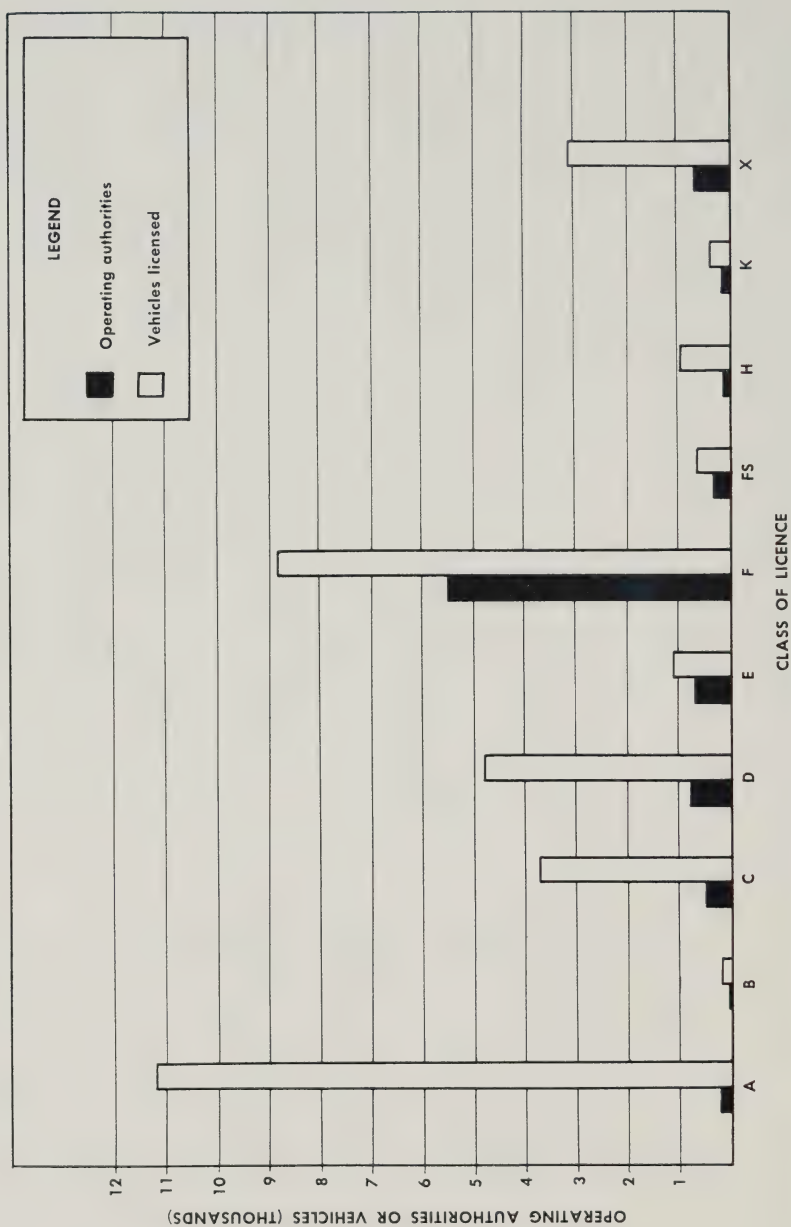
TABLE 6: GARAGE LICENCES ISSUED, 1958-1960

CLASS OF LICENCE	1958	1959	1960
A	8,352	9,268	9,117
B	3,913	4,457	4,785
C	788	911	907
TOTAL....	13,053	14,636	14,809

EXPLANATION:

- Class A: Licence to store motor vehicles, deal in motor vehicles and conduct a garage business, parking station, parking lot or used car lot.
- Class B: Licence to service and repair motor vehicles.
- Class C: Licence to buy and wreck motor vehicles.

# PUBLIC COMMERCIAL VEHICLES—OPERATING AUTHORITIES IN EFFECT AND VEHICLES LICENSED, 1959



## VEHICLE INSPECTION BRANCH

**TABLE 7: PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES IN EFFECT,  
LICENCE YEARS BEGINNING APRIL 1, 1955-1960**

CLASS OF LICENCE	1955	1956	1957	1958	1959	1960*
A	209	206	203	201	184	194
B	38	35	32	32	30	30
C	536	545	505	476	438	447
D	449	503	581	670	742	850
E	716	715	679	699	669	688
F	4,666	5,091	4,751	4,962	5,457	5,115
FS	354	364	354	342	337	343
H	138	140	144	151	149	156
K	102	114	126	126	134	144
L	37	44	49	51	55	56
X	147	378	548	600	675	726
TOTAL.....	7,392	8,135	7,972	8,310	8,870	8,749

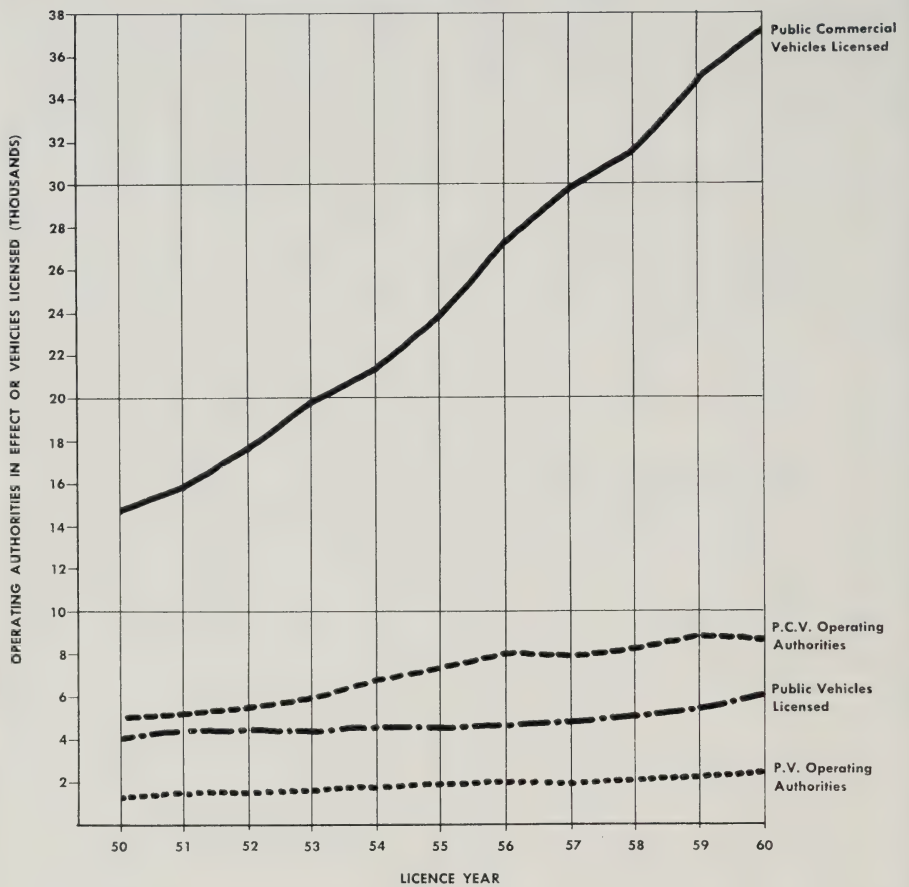
\* 9 months actual plus 3 months estimated.

**TABLE 8: PUBLIC COMMERCIAL VEHICLES LICENSED,  
LICENCE YEARS BEGINNING APRIL 1, 1955-1960**

CLASS OF LICENCE	1955	1956	1957	1958	1959	1960*
A	8,286	9,328	9,844	9,812	11,143	11,673
B	80	96	96	117	132	104
C	2,419	2,659	2,922	3,256	3,726	3,860
D	2,426	3,206	4,089	4,417	4,789	5,085
E	1,019	1,011	1,036	1,064	1,085	1,098
F	7,103	7,780	8,008	8,332	8,778	9,109
FS	644	716	698	712	659	733
H	746	850	885	939	958	1,067
K	257	287	320	342	375	409
X	736	1,283	1,790	2,511	3,153	4,081
TOTAL.....	23,716	27,216	29,688	31,502	34,798	37,219

\* 9 months actual plus 3 months estimated.

PUBLIC COMMERCIAL VEHICLES AND PUBLIC VEHICLES—OPERATING  
 AUTHORITIES IN EFFECT AND VEHICLES LICENSED,  
 LICENCE YEARS BEGINNING APRIL 1, 1950–1960





**TABLE 9: RATIO OF PUBLIC COMMERCIAL VEHICLES TO OPERATING LICENCES\*—LICENCE YEARS BEGINNING APRIL 1, 1953-1960**

LICENCE YEAR	CLASS OF LICENCE									
	A	B	C	D	E	F	FS	H	K	ALL CLASSES*
1953	31.84	1.92	3.70	5.44	1.36	1.52	1.61	4.83	2.32	3.30
1954	35.60	1.95	4.08	5.26	1.37	1.45	1.68	5.02	2.48	3.14
1955	39.65	2.11	4.51	5.40	1.42	1.52	1.82	5.41	2.52	3.19
1956	45.28	2.74	4.88	6.37	1.41	1.53	1.97	6.07	2.52	3.36
1957	48.49	3.00	5.79	7.04	1.53	1.69	1.97	6.15	2.54	3.78
1958	48.82	3.66	6.84	6.59	1.52	1.68	2.08	6.22	2.71	3.79
1959	60.56	4.40	8.51	6.45	1.62	1.61	1.96	6.43	2.80	3.89
1960†	60.17	3.47	8.64	5.98	1.60	1.78	2.14	6.84	2.84	4.16

\* Excluding Classes L and X.

† Estimated.

**TABLE 10: PUBLIC VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS BEGINNING APRIL 1, 1955-1960**

CLASS OF LICENCE	1955	1956	1957	1958	1959	1960*
Public Vehicle.....	225	235	227	234	216	236
Extra-Provincial (Class X).....	.....	.....	36	108	135	148
School Vehicle.....	1,788	1,874	1,758	1,897	1,937	2,124
TOTAL.....	2,013	2,109	2,021	2,239	2,288	2,508

\* 9 months actual plus 3 months estimated.

**TABLE 11: PUBLIC VEHICLES LICENSED, LICENCE YEARS BEGINNING APRIL 1, 1955-1960**

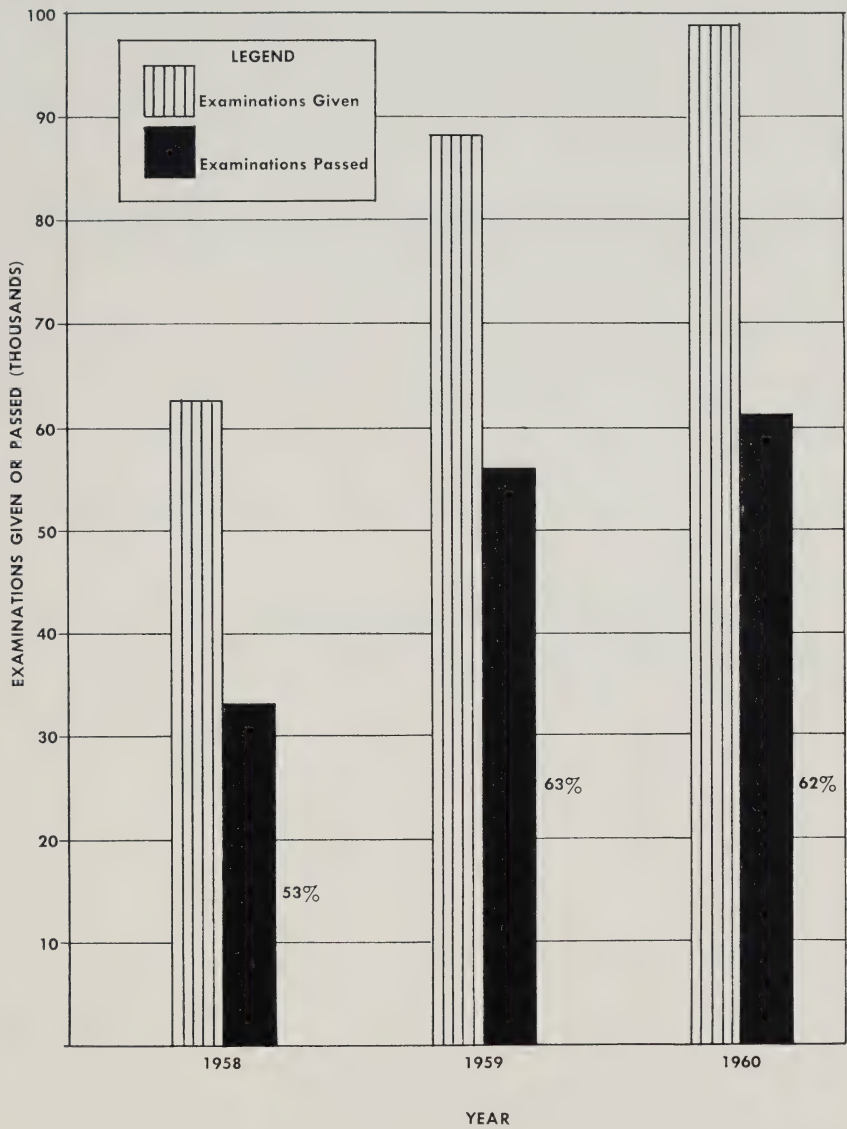
CLASS OF LICENCE	1955	1956	1957	1958	1959	1960*
Public Vehicle.....	2,622	2,705	2,677	2,806	2,807	2,924
Extra-Provincial (Class X).....	.....	.....	11	19	16	15
School Vehicle.....	2,006	2,034	2,212	2,380	2,719	3,147
TOTAL.....	4,628	4,739	4,900	5,205	5,542	6,086

\* 9 months actual plus 3 months estimated.

**TABLE 12: RESULTS OF PROSECUTIONS BY THE VEHICLE INSPECTION BRANCH,  
JANUARY 1-DECEMBER 31, 1959 AND 1960**

STATUTORY AUTHORITY	SECTION OF ACT	DISMISSALS		CONVICTIONS		TOTAL	
		1959	1960	1959	1960	1959	1960
Public Commercial Vehicles Act	Sec. 2-1(a): no operating licence	34	18	363	172	397	190
	Sec. 2-1(b): operat- ing in contravention	17	21	420	183	437	204
	Sec. 2-2: no vehicle licence	49	22	579	437	628	459
	Other infractions	4	2	40	20	44	22
Motor Vehicle Transport Act (Canada)	Sec. 3-1: no operating licence and operating in contravention	20	20	194	175	214	195
Highway Traffic Act	Sec. 36-1: excess gross weight	131	104	5,959	4,888	6,090	4,992
	Other infractions	52	49	1,189	1,508	1,241	1,557
Public Vehicles Act		.....	.....	8	.....	8	.....
Motor Vehicle Fuel Tax Act		.....	2	.....	16	.....	18
TOTAL.....		307	238	8,752	7,399	9,059	7,637

FIRST DRIVER EXAMINATIONS GIVEN AND PASSED  
AT DEPARTMENT CENTRES, 1958-1960



## DRIVER CONTROL BRANCH

### Driver Improvement Division

Tables 13 and 14 relate only to examinations conducted by Departmental officials and therefore exclude those given by fee examiners.

**TABLE 13: DRIVER EXAMINATIONS CONDUCTED BY DEPARTMENT, 1960  
RESULTS OF FIRST ATTEMPTS ONLY**

TOTAL		PASSED		FAILED	
No.	%	No.	%	No.	%
99,034	100.0	61,238	61.8	37,796	38.2

**TABLE 14: FAILURES AT DRIVER EXAMINATIONS CONDUCTED BY  
DEPARTMENT, 1960—ANALYSIS OF FIRST ATTEMPTS ONLY**

TOTAL		TYPE OF FAILURE					
		INSIDE TEST ONLY		ROAD TEST ONLY		BOTH TESTS	
		No.	%	No.	%	No.	%
37,796	100.0	13,839	36.6	12,867	34.1	11,090	29.3

### Financial Responsibility Division

**TABLE 15: PERSONS CONVICTED OF DRIVING OFFENCES AS THE  
RESULT OF TRAFFIC ACCIDENTS, WHO WERE REQUIRED TO PROVE THAT  
THEIR VEHICLES WERE INSURED AT THE TIME OF THE ACCIDENT, 1960**

AGE* (YEARS)	NUMBER REQUIRED TO FILE	NUMBER WHO FILED†	% WHO FILED
Under 21.....	3,962	2,368	59.8
21-24.....	2,506	1,457	58.1
25-39.....	6,562	4,971	75.8
40-54.....	2,958	2,442	82.6
55-64.....	1,230	1,102	89.6
65 and over.....	762	665	87.3
Unknown.....	3,950	2,911	73.7
TOTAL.....	21,930	15,916	72.6‡

\* Not all the age groups shown cover the same number of years.

† These persons benefited under Section 81a of the Highway Traffic Act, in that they did not have to file proof of financial responsibility for the future. Those who were not insured had their drivers' licences and/or motor vehicle permits suspended until they filed such proof.

‡ This percentage was appreciably lower than the 90% of all Ontario motor vehicle owners who supplied proof on registration that their vehicles were insured for public liability and property damage.

TABLE 16: UNSATISFIED JUDGMENT FUND  
STATEMENT OF PAYMENTS INTO AND OUT OF THE FUND  
JULY 1, 1947-MARCH 31, 1960

PAYMENTS IN				PAYMENTS OUT										
PERIOD	PREM	REPAY- MENTS <sup>3</sup>	TOTAL	CLASS "A" JUDGMENTS <sup>1</sup>				CLASS "B" JUDGMENTS <sup>2</sup>				TOTAL PAID OUT (A+B)	BALANCE IN FUND	
				No.	AMOUNT	TAXED COSTS	INTEREST	TOTAL	No.	AMOUNT	TAXED COSTS			TOTAL
	\$	\$	\$		\$	\$	\$	\$		\$	\$	\$	\$	\$
July 1/47 to March 31/48	-	-	-	3	2,028.00	550.78	31.39	2,610.17	1	500.00	191.50	691.50	3,601.67	
July 1/48 to March 31/49	477,850.00	1,178.42	479,028.42	89	103,684.88	98,205.69	1,777.11	201,612.63	15	44,229.46	5,996.12	50,225.58	251,841.21	221,585.51
July 1/49 to March 31/50	693,020.00	10,897.87	693,917.87	133	157,146.69	96,536.11	7,525.69	161,228.49	40	68,318.29	11,866.41	79,684.70	341,291.16	366,588.55
July 1/50 to March 31/51	738,128.00	32,435.12	760,153.12	96 <sup>4</sup>	169,834.43	121,970.39	10,428.52	600,812.34	44	109,776.08	22,624.57	132,099.65	715,211.49	604,526.18
July 1/51 to March 31/52	757,160.00	37,909.77	790,069.77	146	672,524.42	65,417.36	17,549.02	855,280.10	13	110,650.85	19,213.38	129,264.23	982,571.15	801,013.83
July 1/52 to March 31/53	433,109.00	41,618.12	1,667,727.62	102	87,821.29	54,444.21	23,666.55	1,119,933.08	14	77,552.91	16,557.30	94,091.01	1,214,025.09	854,226.35
July 1/53 to March 31/54	1,741,670.00	71,198.19	1,802,868.19	185	1,158,382.57	115,718.20	29,027.62	1,500,678.09	35	89,586.18	18,739.20	108,325.38	1,611,023.72	746,511.87
July 1/54 to March 31/55	1,854,750.00	116,204.38	1,972,954.38	599	1,292,749.62	142,851.10	10,202.47	1,651,793.49	41	129,956.16	26,561.78	156,520.93	1,808,111.13	911,110.27
July 1/55 to March 31/56	1,967,400.00	117,268.45	2,084,668.45	586	1,137,428.66	121,825.97	6,549.96	1,674,284.59	34	98,369.00	17,719.13	116,088.13	1,791,181.62	1,204,141.10
July 1/56 to March 31/57	1,854,905.00	142,464.18	2,201,169.18	597	1,414,148.85	133,191.13	1,239.78	1,751,480.67	55	97,586.17	14,469.09	106,058.17	1,857,541.24	1,548,563.03
July 1/57 to March 31/58	1,167,665.00	180,087.86	2,901,872.86	522	1,450,299.41	126,581.58	3,753.55	1,680,394.44	33	98,061.05	14,528.18	112,589.23	1,774,981.67	1,675,182.29
July 1/58 to March 31/59	2,114,518.00	214,865.88	4,872,803.88	1,189	2,440,233.08	514,988.36	150.41	2,955,272.10	54	161,964.34	32,660.86	184,625.09	3,140,402.38	1,409,253.66
July 1/59 to March 31/60	2,469,519.00	316,450.72	4,170,450.72	851	1,948,623.81	691,893.51	2,040.00	2,648,787.38	32	180,295.84	18,258.87	198,421.36	2,847,208.74	1,583,231.61
TOTAL	\$ 22,714,572.00	1,221,588.96	24,487,265.96	6,119	15,187,437.05	1,178,505.47	520,150.73	16,785,993.23	421	1,210,020.07	209,014.05	1,419,034.12	18,205,034.35	

<sup>1</sup> Includes payments for judgments made before July 1, 1953.

<sup>2</sup> Excludes revenue from additional fee of \$5.00 collected as from January 1, 1958 upon issue or transfer of judgments, and the amount of the fee collected on judgments paid out of the fund of \$10,000,000/5,000.

<sup>3</sup> Money collected from judgment debtors in repayment of judgments paid out of the fund.

<sup>4</sup> Includes payments for judgments made after July 1, 1953, and may cover either personal injury, property damage or both.

<sup>5</sup> Includes payments for judgments made after July 1, 1953, and may cover "hit and run" accidents, where the motor vehicle causing the accident was not identified.





**TABLE 17: FINANCIAL RESPONSIBILITY SUSPENSIONS LIFTED, 1960  
BY REASON FOR REINSTATEMENT**

OFFENCE	F.R. FILED*	EXPIRED† OR CANCELLED‡	TOTAL
Speeding.....	28	99	127
No driver's licence.....	131	986	1,117
Improper lights.....	9	13	22
Defective brakes.....	60	127	187
Improper turning, passing, signalling, stopping, etc. (Sec. 41, H.T.A.).....	1,358	1,228	2,586
Failure to report an accident.....	141	275	416
Careless driving.....	1,688	3,379	5,067
Reckless or dangerous driving.....	5	1,721	1,726
Leaving scene of accident.....	755	859	1,614
Impaired driving.....	4,746	6,337	11,083
Driving while intoxicated.....	368	1,930	2,298
Theft of motor vehicle.....	14	370	384
Criminal negligence.....	43	112	155
Motor manslaughter.....	.....	6	6
Other offences.....	87	254	341
Failure to satisfy a judgment.....	1,064	445	1,509
Cancellation of proof of financial responsibility.....	1,563	2,178	3,741
<b>TOTAL.....</b>	<b>12,060</b>	<b>20,319</b>	<b>32,379</b>

\* Including suspensions applied prior to 1960.

† Suspensions which had been in effect for at least two years. Proof of financial responsibility no longer required.

‡ Suspensions cancelled for various reasons, e.g. convictions quashed on appeal or inaccurately reported.

**TABLE 18: TYPE OF FINANCIAL RESPONSIBILITY FILED, 1960**

TYPE	NUMBER
Vehicle policy insurance certificate.....	9,728
Driver's policy insurance certificate.....	2,302
Fleet insurance certificate.....	24
P.C.V. or P.V. insurance certificate.....	3
Surety bonds.....	.....
Money or securities.....	3
<b>TOTAL.....</b>	<b>12,060</b>

# Services Division

## TABLE 19: CONVICTIONS AND COMMITTALS FOR TRIAL UNDER THE HIGHWAY TRAFFIC ACT, 1959 AND 1960

SECTION OF ACT	OFFENCE	NUMBER	
		1959	1960
3	Failure to register a motor vehicle.....	525	521
4-1, 25-3, Reg. 23	Obtain licence fraudulently.....	508	406
4-2	Failure to notify change of address.....	2,436	3,372
5	Failure to have number plates.....	5,657	7,647
6	Failure to notify Department of change of ownership..	2,107	2,972
7	Improper use of number plates.....	1,185	2,336
10	Improper lights.....	8,636	12,475
12	Defective brakes.....	4,994	7,817
13	Faulty equipment (mirror, windshield, etc.).....	1,397	1,592
17	Unnecessary noise.....	8,225	12,569
19	Excessive width and length of vehicle.....	1,248	1,712
20a, 20b	Unsafe vehicle.....	568	801
21	Failure to have chauffeur's licence.....	407	360
23	Failure to produce chauffeur's licence.....	133	167
25-2	Unlawful possession of permit.....	179	180
26, 27q	No garage licence.....	25	38
28	Speeding (a) 31 mph. or more over limit.....	2,098	2,109
	(b) 11 mph. up to 30 mph. over limit.....	62,495	74,356
	(c) Up to 10 mph. over limit.....	83,258	107,355
29	Careless driving.....	7,818	10,876
30	Racing.....	112	133
32	Unnecessarily slow driving.....	114	90
34	Overweight re tires.....	228	388
36	Load in excess of permit issued.....	12,213	11,742
38	Overhanging load.....	1,272	1,076
40	No name of owner on commercial vehicle.....	3,261	3,410
41-1, 3a, 4a, 18	Failure to yield right of way.....	1,776	1,925
41-1 (d-h)	Failure to signal for turn.....	1,128	1,927
41-1 (b)	Improper right turn.....	1,260	1,626
41-1 (a) (c) (cc) (ccc)	Improper left turn.....	5,553	4,992
41-2, 3	Failure to obey stop sign or signal light.....	55,409	66,347
41-5, 42	Improper driving where highway divided into lanes...	367	1,402
41-6	Wrong way on one-way street.....	3,275	4,818
41-8, 9, 10	Failure to share the road.....	1,240	1,663
41-5a, 5b, 11, 15, 16	Improper passing.....	3,209	2,916
41-15a	Driving to the left of centre of highway.....	1,798	2,783
41-16a, 17, 19	Following too closely.....	2,126	3,092
41-19b	Improper opening of vehicle doors.....	210	246
41	Others.....	17,838	19
41B (3)	Passing school bus.....	145	167
43-6, 7	Failure to have flares or warning lights.....	170	265
43	Others.....	1,595	1,345
45, 46	Passing street cars or horses improperly.....	189	1,226
47, 47a	Littering highway and soliciting rides.....	164	201
52	Operation of motor vehicle by person under 16.....	70	112
68	Driving while permit or licence suspended.....	13	7
75	Failure to have operator's licence.....	8,572	10,010
76	Failure to produce operator's licence.....	5,211	6,396
110	Failure to report an accident.....	646	807
	Pedestrian cross-walks (by-law).....	1,952	3,144
	Other offences.....	1,560	2,288
TOTAL.....		326,575	386,224

**TABLE 20: CONVICTIONS AND COMMITTALS FOR TRIAL  
UNDER THE CRIMINAL CODE (CANADA), 1959 AND 1960**

SECTION OF ACT	OFFENCE	NUMBER	
		1959	1960
191	Criminal negligence.....		
192	Causing death by criminal negligence.....	12	26
193	Causing bodily harm by criminal negligence.....	10	11
207	Motor manslaughter.....		
221 (1)	Criminal negligence.....	95	121
221 (2)	Leaving scene of accident.....	1,276	1,655
222	Driving while intoxicated.....	853	906
223	Driving while ability impaired.....	7,565	9,349
225	Driving while disqualified.....	2,243	2,484
TOTAL.....		12,054	14,552

**TABLE 21: SUMMARY OF CONVICTIONS AND COMMITTALS  
FOR TRIAL, 1956-1960**

STATUTE	1956	1957	1958	1959	1960
Highway Traffic Act.....	297,410	237,659	336,878	326,575	386,224
Criminal Code (Canada).....	11,473	12,445	13,157	12,054	14,552
TOTAL.....	308,883	250,104	350,035	338,629	400,776

**TABLE 22: DRIVERS SUSPENDED PENDING FILING OF PROOF OF  
FINANCIAL RESPONSIBILITY, 1956-1960**

OFFENCE	1956	1957	1958	1959	1960
Speeding.....	100	122	136	83	51
No driver's licence.....	563	523	590	620	713
Improper lights.....	15	24	22	21	32
Defective brakes.....	162	120	131	159	159
Improper turning, signalling, etc.....	1,298	1,365	1,580	2,254	3,004
Failure to report an accident.....	253	294	271	292	390
Careless driving.....	4,785	5,184	4,868	2,765	3,792
Leaving scene of accident.....	974	864	1,108	1,173	1,554
Driving while intoxicated.....	1,255	1,169	1,245	927	1,012
Driving while ability impaired.....	7,704	8,163	9,283	8,233	9,651
Theft of motor vehicle.....	228	57	2		
Motor manslaughter.....	1		1		
Criminal negligence.....	182	177	160	155	157
Other offences.....	92	203	108	177	156
Failure to satisfy a judgment.....	1,576	1,794	2,827	2,451	2,580
Cancellation of proof of F.R.*.....	2,276	3,078	3,251	2,621	2,648
TOTAL.....	21,464	23,137	25,583	21,931	25,899

\* Proof of financial responsibility filed, but cancelled before two-year period expired.

**TABLE 23: SUSPENSIONS OF DRIVERS' LICENCES, 1959 AND 1960**

CAUSE OF SUSPENSION	1959	1960	CHANGE
By judge or magistrate as penalty upon conviction for:			
Driving while intoxicated.....	110	113	
Impaired driving.....	738	924	
Careless driving.....	1,137	1,432	
Failure to remain at scene of accident.....	50	406	
Criminal negligence.....	70	84	
Other offences.....	158	115	
TOTAL.....	2,263	3,074	+35.8
Demerit Point System:*			
Obtaining licence by misrepresentation.....		185	
Accumulation of 12 or more points.....		1,152	
Failure to attend an interview.....		260	
As a result of interview.....		76	
TOTAL.....		1,673	
<b>Section 25 H.T.A.</b>			
Mental or physical condition.....	203	270	
Re-examination of driving ability.....	66	119	
Operating record.....	823	733	
TOTAL.....	1,092	1,122	+ 2.7
<b>Section 54 H.T.A.</b>			
Automatic suspensions for driving while intoxicated.....	794	895	+12.7
<b>Section 54A, H.T.A.</b>			
Automatic suspensions for driving while ability impaired....	7,169	8,726	
Criminal negligence.....	71	45	
TOTAL.....	7,240	8,771	+21.1
<b>Section 81 (1) H.T.A.</b>			
Suspensions until proof of financial responsibility filed†.....	8,699	10,576	+21.6
<b>Section 82 (1) H.T.A.</b>			
Failure to pay judgment.....	2,451	2,580	+ 5.3
GRAND TOTAL.....	22,539	28,691	+27.3

\* Figures for 1959 are either not available or not comparable, as the point system was in effect for only 9 months in that year.

† With the exception of the demerit point system and Section 25 H.T.A., all other suspensions in this table required proof of financial responsibility before reinstatement. In these cases, where the drivers concerned had motor vehicles registered in their names, the permits for these vehicles were also suspended.



**TABLE 24: EFFECTIVE PERIODS OF SUSPENSION, 1956-1960**

PERIOD	1956	1957	1958	1959	1960
Not more than three months.....	5,764	6,012	6,654	5,667	7,802
More than three months, but not more than six months.....	4,364	4,511	4,643	3,863	5,051
More than six months, but not more than one year.....	1,379	1,479	1,572	1,120	1,438
More than one year, but not more than two years.....	233	227	317	268	289
More than two years, but not more than three years.....	134	125	120	67	95
Indefinite.....	743	684	644	493	860
Until judgment paid.....	1,576	1,794	2,827	2,451	2,580
Until proof of financial responsibility filed.....	8,009	8,902	9,273	8,699	10,576
TOTAL.....	22,202	23,734	26,050	22,628	28,691

**TABLE 25: ABSTRACTS OF DRIVERS' RECORDS ISSUED TO VARIOUS AGENCIES\*, 1957-1960**

YEAR	NUMBER
1957	37,411
1958	51,911
1959	60,936
1960	68,569

\* Police departments, insurance companies and prospective employers.

## RESEARCH BRANCH

### Registrations

Tables 26 to 29 contain analyses of truck, tractor and trailer registrations in Ontario during the licence year 1958.

### Monthly Weight Survey

An analysis was made of the data obtained during the 12-month period March 1, 1959 to February 29, 1960 from the monthly truck weight survey conducted by the Research Branch with the aid of the Vehicle Inspection Branch. The results, covering 3,619 single trucks and 9,923 combinations, are shown in Tables 30 to 34. They provide a fuller and more accurate picture of the weight characteristics of truck traffic over Ontario's main rural highways than has so far been available.

Vehicles which were travelling under special permit (including those with heavier loads than are normally permitted) are not included in the analysis.

Table 30 was prepared by combining the results of the registrations analysis completed by the Branch for the licence year 1958 with the "hook-up" patterns shown in Table 34. It is true that the latter relate only to combinations which travelled over the main rural highways. However, the number of combinations used exclusively in urban areas is relatively small and there is no reason to believe that their hook-up patterns are radically different.

When considering the averages recorded in Table 31, it should be remembered that in the case of some weight groups they were derived from small numbers of vehicles and may therefore not be representative. Thus, a comparison of the first entries for single trucks in Tables 31 and 32 reveals that the ratio 1.613: 1 relates

to only two trucks. The explanation of this high ratio is that one or both of the trucks was heavily overloaded.

TABLE 26: TRUCKS AND TRACTORS BY REGISTERED GROSS WEIGHT AND TYPE OF FUEL USED, LICENCE YEAR 1958

REGISTERED GROSS WEIGHT (POUNDS)	TRUCKS		TRACTORS		TOTAL		GRAND TOTAL
	GASOLINE	DIESEL	GASOLINE	DIESEL	TRUCKS	TRACTORS	
4,000 or less	54,145	.....	87	.....	54,145	87	54,232
4,001- 5,000	109,036	22	98	.....	109,058	98	109,156
5,001- 6,000	25,283	20	233	.....	25,303	233	25,536
6,001- 7,000	10,512	10	124	.....	10,522	124	10,646
7,001- 8,000	9,339	15	169	.....	9,354	169	9,523
8,001-10,000	11,523	5	369	.....	11,528	369	11,897
10,001-12,000	7,384	3	806	8	7,387	814	8,201
12,001-14,000	5,448	5	286	8	5,453	294	5,747
14,001-16,000	7,891	3	764	5	7,894	769	8,663
16,001-18,000	5,155	3	521	10	5,158	531	5,689
18,001-20,000	5,151	3	703	5	5,154	708	5,862
20,001-22,000	6,390	11	1,203	20	6,401	1,223	7,624
22,001-24,000	4,622	3	1,017	18	4,625	1,035	5,660
24,001-26,000	2,065	3	681	23	2,068	704	2,772
26,001-28,000	6,156	35	5,256	941	6,191	6,197	12,388
28,001-30,000	91	1	9	1	92	10	102
30,001-32,000	82	.....	9	1	82	10	92
32,001-34,000	215	1	8	5	216	13	229
34,001-36,000	517	6	42	39	523	81	604
36,001-38,000	1,285	24	383	156	1,309	539	1,848
38,001-40,000	1,042	33	703	301	1,075	1,004	2,079
Other*	154	3	1	.....	157	1	158
TOTAL	273,486	209	13,472	1,541	273,695	15,013	288,708

\* Including cranes with tare weights ranging as high as 96,000 pounds, moved under special permit at rare intervals.

NOTES: (1) The figures contained in the table are estimates based on the following random sample: up to 10,000 lbs. = 20%; 10,001-28,000 lbs. = 40%; 28,000 lbs. and over = 100%. The "blow-up" totals 288,708, which excludes the 65 electric motor vehicles shown in Table 27. If Government trucks and tractors, O.H.M.S. and conversion units — which were excluded from the sample and numbered 14,700 — are added, as well as the 65 electric motor vehicles, the total becomes 303,473, which is the number of trucks and tractors registered in 1958.

(2) As diesel vehicles are sometimes mistakenly reported on registration as gasoline powered, the diesel figures should be regarded as understated.

TABLE 27: ELECTRIC TRUCKS BY REGISTERED GROSS WEIGHT, LICENCE YEAR 1958

REGISTERED GROSS WEIGHT (POUNDS)	NUMBER
4,000 or less.....	...
4,001-5,000.....	...
5,001-6,000.....	20
6,001-7,000.....	10
7,001-8,000(†).....	35
TOTAL.....	65

(†) The sample disclosed no electric trucks with a registered gross weight of more than 8,000 pounds.

TABLE 28 TRUCKS AND TRACTORS—NUMBER AND AVERAGE TARE WEIGHT BY REGISTERED GROSS WEIGHT AND NUMBER OF AXLES, LICENCE YEAR 1958

Registered Gross Weight (Pounds)	TRUCKS				TRACTORS				TOTAL				GRAND TOTAL	
	2 AXLES		3 AXLES		2 AXLES		3 AXLES		TRUCKS		TRACTORS		Number	Average Tare Weight (Pounds)
	Number	Average Tare Weight (Pounds)	Number	Average Tare Weight (Pounds)	Number	Average Tare Weight (Pounds)	Number	Average Tare Weight (Pounds)	Number	Average Tare Weight (Pounds)	Number	Average Tare Weight (Pounds)		
400-500	54,145	3,038	87	2,918	87	2,918	10	2,918	54,145	3,038	87	2,918	54,232	3,038
500-6,000	109,058	3,387	98	4,050	98	4,050	10	4,050	109,058	3,387	98	4,050	109,156	3,388
6,000-10,000	25,303	4,130	233	5,089	233	5,089	10	5,089	25,303	4,130	233	5,089	25,536	4,139
10,000-15,000	10,522	4,834	124	5,856	124	5,856	10	5,856	10,522	4,834	124	5,856	10,646	4,846
15,000-20,000	9,354	5,447	169	6,179	169	6,179	10	6,179	9,354	5,447	169	6,179	9,523	5,460
20,000-25,000	11,528	6,428	369	7,822	369	7,822	10	7,822	11,528	6,428	369	7,822	11,897	6,471
25,000-30,000	7,577	7,069	10	10,950	309	9,023	5	10,550	7,587	7,069	814	9,043	8,201	7,258
30,000-35,000	8,123	7,519	10	11,000	291	7,934	5	11,900	8,453	7,519	294	7,968	8,747	7,550
35,000-40,000	7,852	7,573	12	12,258	709	7,807	10	11,500	7,804	7,600	709	7,807	8,603	7,616
40,000-45,000	5,110	7,952	78	12,445	528	8,403	10	11,500	5,158	7,976	531	8,318	8,689	8,008
45,000-50,000	5,096	8,747	58	15,913	208	8,589	10	11,500	5,154	8,742	208	8,589	5,362	8,763
50,000-55,000	6,515	8,510	66	15,435	1,211	8,728	12	14,140	6,401	8,529	1,211	8,783	7,621	8,811
55,000-60,000	4,566	8,648	29	11,275	1,015	9,161	10	11,500	4,625	8,676	1,015	9,161	5,640	8,766
60,000-65,000	2,027	9,039	41	15,531	701	8,822	10	11,500	2,066	9,161	701	8,899	2,772	9,061
65,000-70,000	6,082	9,510	101	11,292	6,169	10,025	5	13,723	6,191	9,017	6,197	10,045	12,158	9,811
70,000-75,000	10,000	14,872	10	14,872	10	14,872	10	13,570	92	14,872	10	13,570	102	14,744
75,000-80,000	82	15,321	10	15,321	10	15,321	10	14,410	82	15,321	10	14,410	92	15,222
80,000-85,000	216	15,766	13	13,669	13	13,669	10	13,669	216	15,766	13	13,669	229	15,647
85,000-90,000	523	16,777	81	13,877	81	13,877	10	13,877	523	16,777	81	13,877	604	16,388
90,000-95,000	1,309	16,158	539	15,190	539	15,190	10	15,190	1,309	16,158	539	15,190	1,848	15,876
95,000-100,000	1,075	16,973	1,004	13,968	1,004	13,968	10	13,968	1,075	16,973	1,004	13,968	2,079	15,056
Over 100,000	157	53,983	1	44,600	1	44,600	10	44,600	157	53,983	1	44,600	158	53,924
Total	269,834		3,861		13,297		1,716		273,695		15,013		288,708	

including cranes with tare weights ranging as high as 96,000 pounds, moved under special permit at rare intervals.

Footnote (1) of Table 26 applies to this table also.



**TABLE 29: TRAILERS—NUMBER AND AVERAGE TARE WEIGHT BY REGISTERED GROSS WEIGHT AND NUMBER OF AXLES, LICENCE YEAR 1958**

REGISTERED GROSS WEIGHT (POUNDS)	1 AXLE		2 AXLES		3 AXLES		TOTAL	
	NUMBER	AVERAGE TARE WEIGHT (POUNDS)	NUMBER	AVERAGE TARE WEIGHT (POUNDS)	NUMBER	AVERAGE TARE WEIGHT (POUNDS)	NUMBER	AVERAGE TARE WEIGHT (POUNDS)
2,000 or less	90,661	421	564	828	.....	.....	91,225	423
2,001-4,000	3,059	2,131	551	2,068	.....	.....	3,610	2,122
4,001-6,000	966	3,646	445	4,101	.....	.....	1,411	3,789
6,001-8,000	776	5,271	341	5,780	.....	.....	1,117	5,426
8,001-10,000	413	4,291	140	5,806	.....	.....	553	4,668
10,001-12,000	551	5,768	76	6,079	.....	.....	627	5,804
12,001-14,000	347	6,196	57	5,976	.....	.....	404	6,166
14,001-16,000	1,803	6,716	159	7,362	.....	.....	1,962	6,767
16,001-18,000	3,859	7,282	195	7,932	.....	.....	4,054	7,313
18,001-20,000	40	7,564	104	8,515	.....	.....	144	8,264
20,001-22,000	9	8,433	168	9,273	.....	.....	177	9,236
22,001-24,000	8	7,267	108	8,720	.....	.....	116	8,620
24,001-26,000	3	11,400	124	9,596	.....	.....	127	9,633
26,001-28,000	5	13,600	560	10,002	5	12,250	570	10,054
28,001-30,000	.....	.....	9,871	10,528	118	10,720	9,989	10,530
30,001-32,000	1	10,500	6	10,200	2	10,000	9	10,189
32,001-34,000	1	10,500	7	12,943	2	10,600	10	12,230
34,001-36,000	.....	.....	.....	.....	2	16,500	2	16,500
36,001-38,000	49	9,085	116	11,572	67	11,535	232	11,038
38,001-40,000	78	9,426	376	14,234	433	12,822	887	13,121
TOTAL	102,629	.....	13,968	.....	629	.....	117,226	.....

NOTE: The figures contained in the table are estimates based on the following random sample: up to 2,000 lbs. = 20%; 2,001-30,000 lbs. = 40%; 30,001 lbs. and over = 100%. The "blow-up" totals 117,226. If Government trailers - - which were excluded from the sample and numbered 2,691 - - are added, the total becomes 119,917, which is the number of trailers registered in 1958.



**TABLE 30: ESTIMATED NUMBERS OF SINGLE TRUCKS AND COMBINATIONS\* OPERATED IN THE LICENCE YEAR 1958, BY REGISTERED GROSS WEIGHT†**

REGISTERED GROSS WEIGHT (POUNDS)	SINGLE TRUCKS		COMBINATIONS		SINGLE TRUCKS AND COMBINATIONS
	GROUP‡ TOTAL	CUMULATIVE TOTAL	GROUP‡ TOTAL	CUMULATIVE TOTAL	CUMULATIVE TOTAL
0- 4,000	55,119	274,244			288,633
4,001- 5,000	108,275	219,125			233,514
5,001- 6,000	25,797	110,850			125,239
6,001- 7,000	10,730	85,053			99,442
7,001- 8,000	9,387	74,323			88,712
8,001-10,000	12,001	64,936			79,325
10,001-12,000	7,904	52,935			67,324
12,001-14,000	5,625	45,031			59,420
14,001-16,000	8,311	39,406	9	14,389	53,795
16,001-18,000	5,244	31,095	13	14,380	45,475
18,001-20,000	5,313	25,851	10	14,367	40,218
20,001-22,000	7,389	20,538	3	14,357	34,895
22,001-24,000	4,028	13,149	4	14,354	27,503
24,001-26,000	1,440	9,121	2	14,350	23,471
26,001-28,000	4,609	7,681	16	14,348	22,029
28,001-30,000	109	3,072	46	14,332	17,404
30,001-32,000	97	2,963	71	14,286	17,249
32,001-34,000	228	2,866	110	14,215	17,081
34,001-36,000	583	2,638	157	14,105	16,743
36,001-38,000	1,861	2,055	209	13,948	16,003
38,001-40,000	194	194	254	13,739	13,933
40,001-42,000			316	13,485	13,485
42,001-44,000			600	13,169	13,169
44,001-46,000			1,337	12,569	12,569
46,001-48,000			36	11,232	11,232
48,001-50,000			51	11,196	11,196
50,001-52,000			87	11,145	11,145
52,001-54,000			305	11,058	11,058
54,001-56,000			334	10,753	10,753
56,001-58,000			7,256	10,419	10,419
58,001-60,000			4	3,163	3,163
60,001-62,000			4	3,159	3,159
62,001-64,000			4	3,155	3,155
64,001-66,000			60	3,151	3,151
66,001-68,000			735	3,091	3,091
68,001-70,000			1,621	2,356	2,356
70,001-72,000			2	735	735
72,001-74,000			.....	733	733
74,001-76,000			4	733	733
76,001-78,000			4	729	729
78,001-80,000			725	725	725
TOTAL	274,244		14,389		

\* Excluding the following vehicles:

Conversion Units.....	327	
Special Fee.....	140	
Municipal.....	10,624	
Ontario Government	}	3,748
Dominion Government		
O.H.M.S.....		
		1
		14,840

† For a combination, "Registered gross weight" means the sum of the registered gross weights of its constituent vehicles.

‡ Includes gas, diesel, electric and propane vehicles.

**TABLE 31: MEAN SCALE WEIGHTS AND RATIOS OF MEAN SCALE WEIGHT TO MEAN REGISTERED GROSS WEIGHT\* FOR TRUCKS AND COMBINATIONS, 1959-1960**

REGISTERED GROSS WEIGHT (POUNDS)	SINGLE TRUCKS		COMBINATIONS	
	MEAN SCALE WEIGHT (POUNDS)	RATIO OF MEAN SCALE WEIGHT TO MEAN R.G.W.	MEAN SCALE WEIGHT (POUNDS)	RATIO OF MEAN SCALE WEIGHT TO MEAN R.G.W.
0- 4,000	6,450	1.613		
4,001- 5,000				
5,001- 6,000	6,540	1.090		
6,001- 7,000	6,180	.883		
7,001- 8,000	7,935	.992		
8,001-10,000	8,370	.837		
10,001-12,000	9,511	.793		
12,001-14,000	10,424	.745		
14,001-16,000	11,361	.710	15,960	.998
16,001-18,000	12,697	.705	17,544	.975
18,001-20,000	16,036	.802	18,443	.922
20,001-22,000	14,707	.669	17,900	.814
22,001-24,000	17,105	.713	24,733	1.031
24,001-26,000	17,902	.689	18,900	.727
26,001-28,000	18,039	.644	21,780	.778
28,001-30,000	21,300	.710	23,806	.794
30,001-32,000	30,043	.939	24,908	.778
32,001-34,000	24,833	.730	25,913	.762
34,001-36,000	25,494	.708	27,342	.760
36,001-38,000	30,300	.797	27,137	.714
38,001-40,000	31,017	.775	31,028	.776
40,001-42,000			30,095	.717
42,001-44,000			32,015	.728
44,001-46,000			33,767	.734
46,001-48,000			34,064	.710
48,001-50,000			39,091	.782
50,001-52,000			38,932	.749
52,001-54,000			39,548	.732
54,001-56,000			40,227	.718
56,001-58,000			44,878	.774
58,001-60,000			57,367	.956
60,001-62,000			54,300	.876
62,001-64,000			48,000	.750
64,001-66,000			55,679	.844
66,001-68,000			54,119	.796
68,001-70,000			54,837	.783
70,001-72,000			27,000(†)	.375(†)
72,001-74,000				
74,001-76,000			48,833	.643
76,001-78,000			51,400	.659
78,001-80,000			62,405	.780

\* The meaning of "combination registered gross weight" is defined in Footnote † of Table 30.

† Relates to one combination only.

NOTE: Vehicles travelling under special permit (including those with heavier loads than are normally permitted) were excluded from the surveys forming the basis of this table.

**TABLE 32: PERCENTAGES OF TRUCKS AND COMBINATIONS REGISTERED AT THE HIGHEST GROSS WEIGHT\* OBTAINABLE FOR THE PERMIT FEE PAID, 1959-1960**

REGISTERED GROSS WEIGHT (POUNDS)	SINGLE TRUCKS			COMBINATIONS		
	TOTAL	NO. AT HIGHEST GROSS WEIGHT	% OF TOTAL	TOTAL	NO. AT HIGHEST GROSS WEIGHT	% OF TOTAL
0-4,000	2	2	100.0			
4,001-5,000	5	5	100.0			
5,001-6,000	5	5	100.0			
6,001-7,000	18	18	100.0			
7,001-8,000	67	67	100.0			
8,001-10,000	114	114	100.0			
10,001-12,000	140	140	100.0			
12,001-14,000	271	270	99.6	6	6	100.0
14,001-16,000	262	259	98.9	9	9	100.0
16,001-18,000	363	363	100.0	7	7	100.0
18,001-20,000	382	381	99.7	2	2	100.0
20,001-22,000	435	433	99.5	3	2	66.7
22,001-24,000	301	291	96.7	1	1	100.0
24,001-26,000	916	491	53.6	11	11	100.0
26,001-28,000	3	3	100.0	32	32	100.0
28,001-30,000	7	7	100.0	49	49	100.0
30,001-32,000	9	9	100.0	76	76	100.0
32,001-34,000	17	17	100.0	108	108	100.0
34,001-36,000	44	44	100.0	144	143	99.3
36,001-38,000	258	258	100.0	175	172	98.3
38,001-40,000				218	216	99.1
40,001-42,000				414	333	80.4
42,001-44,000				922	711	77.1
44,001-46,000				25	23	92.0
46,001-48,000				35	35	100.0
48,001-50,000				60	60	100.0
50,001-52,000				210	209	99.5
52,001-54,000				230	228	99.1
54,001-56,000				5,004	4,871	97.3
56,001-58,000				3	3	100.0
58,001-60,000				3	2	66.7
60,001-62,000				3	3	100.0
62,001-64,000				41	41	100.0
64,001-66,000				507	504	99.4
66,001-68,000				1,118	1,118	100.0
68,001-70,000				1	1	100.0
70,001-72,000						
72,001-74,000				3	3	100.0
74,001-76,000				3	3	100.0
76,001-78,000				500	500	100.0
78,001-80,000						
TOTAL	3,619	3,177	87.8	9,923	9,482	95.6

\* For a definition of "combination registered gross weight", see Footnote † of Table 30.

**TABLE 33: FRONT AXLE SCALE WEIGHTS OF SINGLE TRUCKS AND COMBINATIONS, 1959-1960**

SINGLE TRUCKS		COMBINATIONS	
FRONT AXLE SCALE WEIGHT (POUNDS)	NUMBER	FRONT AXLE SCALE WEIGHT (POUNDS)	NUMBER
1,001- 2,000	1	1,001- 2,000	2
2,001- 3,000	175	2,001- 3,000	2
3,001- 4,000	1,108	3,001- 4,000	224
4,001- 5,000	1,114	4,001- 5,000	1,683
5,001- 6,000	691	5,001- 6,000	3,212
6,001- 7,000	331	6,001- 7,000	2,334
7,001- 8,000	131	7,001- 8,000	1,523
8,001- 9,000	50	8,001- 9,000	694
9,001-10,000	11	9,001-10,000	208
10,001-11,000	4	10,001-11,000	37
11,001-12,000	1	11,001-12,000	4
12,001-13,000	1		
21,001-22,000	1		
TOTAL	3,619		9,923

**TABLE 34: RELATION BETWEEN COMBINATION R.G.W.\* AND TRACTOR R.G.W., 1959-1960**

COMBINATION R.G.W. (POUNDS)	NUMBER OF COMBINATIONS			TRACTOR R.G.W. (POUNDS)	NUMBER OF TRACTORS		
	GAS	DIESEL	TOTAL		GAS	DIESEL	TOTAL
14,001-16,000	6	.....	6	7,001- 8,000	1	.....	1
				8,001-10,000	5	.....	5
16,001-18,000	9	.....	9	8,001-10,000	2	.....	2
				10,001-12,000	7	.....	7
18,001-20,000	7	.....	7	10,001-12,000	7	.....	7
20,001-22,000	2	.....	2	10,001-12,000	1	.....	1
				12,001-14,000	1	.....	1
22,001-24,000	3	.....	3	8,001-10,000	2	.....	2
				10,001-12,000	.....	.....	.....
				12,001-14,000	.....	.....	.....
				14,001-16,000	.....	.....	.....
				16,001-18,000	1	..	1

TABLE 34: CONTINUED

COMBINATION R.G.W. (POUNDS)	NUMBER OF COMBINATIONS			TRACTOR R.G.W. (POUNDS)	NUMBER OF TRACTORS		
	GAS	DIESEL	TOTAL		GAS	DIESEL	TOTAL
24,001-26,000	1	.....	1	12,001-14,000	1	.....	1
26,001-28,000	11	.....	11	10,001-12,000	2	.....	2
				12,001-14,000	3	.....	3
				14,001-16,000	5	.....	5
				16,001-18,000	1	.....	1
28,001-30,000	31	1	32	10,001-12,000	4	.....	4
				12,001-14,000	7	.....	7
				14,001-16,000	18	1	19
				16,001-18,000	1	.....	1
				18,001-20,000	.....	.....	.....
				20,001-22,000	1	.....	1
30,001-32,000	49	.....	49	10,001-12,000	1	.....	1
				12,001-14,000	8	.....	8
				14,001-16,000	30	.....	30
				16,001-18,000	2	.....	2
				18,001-20,000	6	.....	6
				20,001-22,000	2	.....	2
32,001-34,000	76	.....	76	14,001-16,000	30	.....	30
				16,001-18,000	34	.....	34
				18,001-20,000	9	.....	9
				20,001-22,000	3	.....	3
34,001-36,000	107	1	108	5,001- 6,000	1	.....	1
				6,001- 7,000	.....	.....	.....
				7,001- 8,000	.....	.....	.....
				8,001-10,000	.....	.....	.....
				10,001-12,000	.....	.....	.....
				12,001-14,000	2	.....	2
				14,001-16,000	.....	.....	.....
				16,001-18,000	52	.....	52
				18,001-20,000	45	1	46
				20,001-22,000	4	.....	4
				22,001-24,000	2	.....	2
				24,001-26,000	.....	.....	.....
36,001-38,000	143	1	144	26,001-28,000	1	.....	1
				6,001- 7,000	1	.....	1
				7,001- 8,000	.....	.....	.....
				8,001-10,000	.....	.....	.....
				10,001 12,000	.....	.....	.....
				12,001-14,000	.....	.....	.....
				14,001 16,000	.....	.....	.....
				16,001 18,000	2	.....	2
				18,001-20,000	72	1	73
				20,001-22,000	64	.....	64
				22,001-24,000	2	.....	2
				24,001-26,000	1	.....	1
				26,001-28,000	1	.....	1



TABLE 34: CONTINUED

COMBINATION R.G.W. (POUNDS)	NUMBER OF COMBINATIONS			TRACTOR R.G.W. (POUNDS)	NUMBER OF TRACTORS		
	GAS	DIESEL	TOTAL		GAS	DIESEL	TOTAL
38,001-40,000	168	7	175	8,001-10,000	2	2	4
				10,001-12,000	.....	.....	.....
				12,001-14,000	.....	.....	.....
				14,001-16,000	1	.....	1
				16,001-18,000	1	.....	1
				18,001-20,000	1	.....	1
				20,001-22,000	123	1	124
				22,001-24,000	32	1	33
				24,001-26,000	1	.....	1
				26,001-28,000	6	3	9
				28,001-30,000	.....	.....	.....
				30,001-32,000	.....	.....	.....
				32,001-34,000	.....	.....	.....
				34,001-36,000	.....	.....	.....
				36,001-38,000	.....	.....	.....
				38,001-40,000	1	.....	1
40,001-42,000	213	5	218	10,001-12,000	2	2	4
				12,001-14,000	.....	.....	.....
				14,001-16,000	.....	.....	.....
				16,001-18,000	1	.....	1
				18,001-20,000	.....	.....	.....
				20,001-22,000	2	.....	2
				22,001-24,000	148	3	151
				24,001-26,000	53	.....	53
42,001-44,000	405	9	414	26,001-28,000	7	.....	7
				12,001-14,000	1	.....	1
				14,001-16,000	.....	.....	.....
				16,001-18,000	.....	.....	.....
				18,001-20,000	1	.....	1
				20,001-22,000	1	.....	1
				22,001-24,000	1	.....	1
				24,001-26,000	335	1	336
				26,001-28,000	66	7	73
				28,001-30,000	.....	.....	.....
				30,001-32,000	.....	.....	.....
44,001-46,000	901	21	922	32,001-34,000	.....	.....	.....
				34,001-36,000	.....	1	1
				14,001-16,000	7	.....	7
				16,001-18,000	.....	.....	.....
				18,001-20,000	.....	.....	.....
				20,001-22,000	1	.....	1
				22,001-24,000	.....	.....	.....
				24,001-26,000	2	.....	2
46,001-48,000	23	2	25	26,001-28,000	891	21	912
				16,001-18,000	4	1	5
				18,001-20,000	13	.....	13
				20,001-22,000	1	.....	1
				22,001-24,000	1	.....	1
				24,001-26,000	1	.....	1
				26,001-28,000	2	1	3
				28,001-30,000	1	.....	1

TABLE 34: CONTINUED

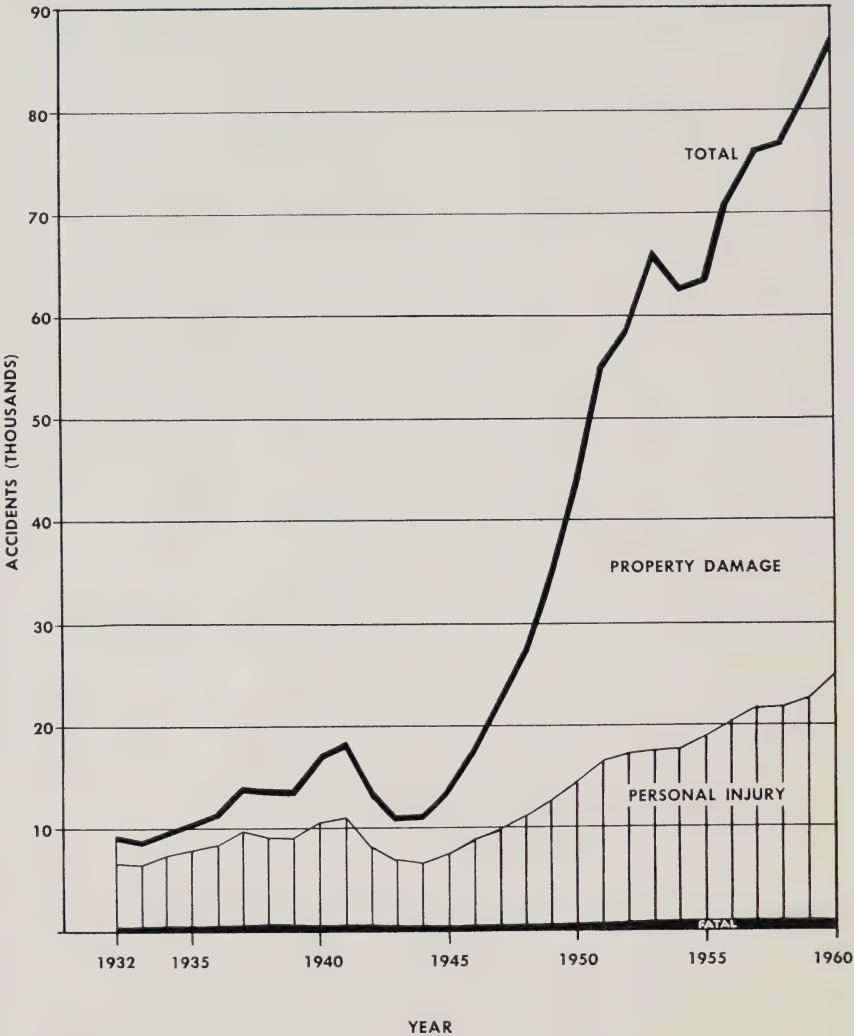
COMBINATION R.G.W. (POUNDS)	NUMBER OF COMBINATIONS			TRACTOR R.G.W. (POUNDS)	NUMBER OF TRACTORS		
	GAS	DIESEL	TOTAL		GAS	DIESEL	TOTAL
48,001-50,000	31	4	35	18,001-20,000	13	3	16
				20,001-22,000	15	.....	15
				22,001-24,000	1	.....	1
				24,001-26,000	1	.....	1
				26,001-28,000	1	1	2
50,001-52,000	57	3	60	20,001-22,000	25	3	28
				22,001-24,000	18	.....	18
				24,001-26,000	8	.....	8
				26,001-28,000	6	.....	6
52,001-54,000	205	5	210	22,001-24,000	132	4	136
				24,001-26,000	68	1	69
				26,001-28,000	5	.....	5
54,001-56,000	191	39	230	14,001-16,000	.....	1	1
				16,001-18,000	.....	.....	.....
				18,001-20,000	.....	.....	.....
				20,001-22,000	.....	.....	.....
				22,001-24,000	.....	.....	.....
				24,001-26,000	144	2	146
				26,001-28,000	45	36	81
				28,001-30,000	.....	.....	.....
				30,001-32,000	.....	.....	.....
				32,001-34,000	.....	.....	.....
				34,001-36,000	.....	.....	.....
				36,001-38,000	1	.....	1
				38,001-40,000	1	.....	1
56,001-58,000	3,746	1,258	5,004	26,001-28,000	3,736	1,256	4,992
				28,001-30,000	.....	.....	.....
				30,001-32,000	1	.....	1
				32,001-34,000	.....	.....	.....
				34,001-36,000	.....	.....	.....
				36,001-38,000	.....	.....	.....
				38,001-40,000	9	2	11
58,001-60,000	3	.....	3	18,001-20,000	1	.....	1
				20,001-22,000	.....	.....	.....
				22,001-24,000	.....	.....	.....
				24,001-26,000	.....	.....	.....
				26,001-28,000	.....	.....	.....
				28,001-30,000	1	.....	1
				30,001-32,000	.....	.....	.....
				32,001-34,000	.....	.....	.....
				34,001-36,000	.....	.....	.....
				36,001-38,000	.....	.....	.....
				38,001-40,000	1	.....	1
60,001-62,000	3	.....	3	26,001-28,000	1	.....	1
				28,001-30,000	.....	.....	.....
				30,001-32,000	2	.....	2

TABLE 34: CONTINUED

COMBINATION R.G.W. (Pounds)	NUMBER OF COMBINATIONS			TRACTOR R.G.W. (POUNDS)	NUMBER OF TRACTORS		
	GAS	DIESEL	TOTAL		GAS	DIESEL	TOTAL
62,001-64,000	2	1	3	22,001-24,000	1	.....	1
				24,001-26,000	1	.....	1
				26,001-28,000	.....	.....	.....
				28,001-30,000	.....	.....	.....
				30,001-32,000	.....	.....	.....
				32,001-34,000	.....	.....	.....
				34,001-36,000	.....	1	1
64,001-66,000	19	22	41	24,001-26,000	1	.....	1
				26,001-28,000	13	1	14
				28,001-30,000	.....	.....	.....
				30,001-32,000	.....	.....	.....
				32,001-34,000	.....	.....	.....
				34,001-36,000	4	21	25
				36,001-38,000	1	.....	1
66,001-68,000	387	120	507	26,001-28,000	242	56	298
				28,001-30,000	.....	.....	.....
				30,001-32,000	.....	.....	.....
				32,001-34,000	.....	.....	.....
				34,001-36,000	.....	.....	.....
				36,001-38,000	131	61	192
				38,001-40,000	14	3	17
68,001-70,000	735	383	1,118	38,001-40,000	735	383	1,118
70,001-72,000	1	.....	1	38,001-40,000	1	.....	1
72,001-74,000	.....	.....	.....		.....	.....	.....
74,001-76,000	3	.....	3	36,001-38,000	3	.....	3
76,001-78,000	2	1	3	36,001-38,000	1	.....	1
				38,001-40,000	1	1	2
78,001-80,000	295	205	500	38,001-40,000	295	205	500
TOTAL	7,835	2,088	9,923	TOTAL	7,835	2,088	9,923

\* As defined in Footnote † of Table 30.

MOTOR VEHICLE ACCIDENTS REPORTED, 1932-1960



# **HIGHWAY SAFETY BRANCH**

## **Vehicle Accident Statistics Division**

**TABLE 35: NATURE OF ACCIDENTS, 1945-1960**

YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE ONLY		TOTAL	
	No.	INDEX No. (1950 = 100)	No.	INDEX No. (1950 = 100)	No.	INDEX No. (1950 = 100)	No.	INDEX No. (1950 = 100)
1945	547	81	7,085	51	5,826	20	13,458	31
1946	629	93	8,541	62	8,186	28	17,356	40
1947	664	98	9,165	66	12,464	43	22,293	51
1948	673	99	10,571	76	16,162	55	27,406	63
1949	725	107	12,126	87	21,621	74	34,472	79
1950	(678)	(100)	13,871	100	29,132	100	43,681	100
1951	824	122	15,653	113	38,443	132	54,920	126
1952	893	132	16,300	118	41,322	142	58,515	134
1953	920	136	16,639	120	48,307	166	65,866	151
1954	(897)	(132)	16,810	121	(44,802)	(154)	(62,509)	(143)
1955	971	143	17,905	129	(44,343)	(152)	63,219	145
1956	1,008	149	19,358	140	51,033	175	71,399	163
1957	1,089	161	20,433	147	54,780	188	76,302	175
1958	(965)	(142)	20,575	148	55,344	190	76,884	176
1959	1,006	148	21,502	155	59,010	203	81,518	187
1960	(987)	(146)	23,714	171	62,485	214	87,186	200

NOTE: Each figure in brackets is lower than the corresponding figure for the previous year.

**TABLE 36: ALL ACCIDENTS BY MONTH, 1959 AND 1960**

MONTH	1959		1960		% CHANGE IN No. OF ACCIDENTS
	No.	%	No.	%	
January.....	7,584	9.3	8,069	9.2	+ 6.4
February.....	6,872	8.4	7,668	8.8	+11.6
March.....	6,052	7.4	6,945	8.0	+14.8
(1st Quarter).....	(20,508)	(25.1)	(22,682)	(26.0)	(+10.6)
April.....	4,039	4.9	5,367	6.1	+32.9
May.....	5,597	6.9	6,361	7.3	+13.7
June.....	5,798	7.1	6,380	7.3	+10.0
(2nd Quarter).....	(15,434)	(18.9)	(18,108)	(20.7)	(+17.3)
July.....	5,922	7.3	7,081	8.1	+19.6
August.....	7,719	9.5	6,849	7.9	-11.3
September.....	6,719	8.2	6,700	7.7	- 0.3
(3rd Quarter).....	(20,360)	(25.0)	(20,630)	(23.7)	(+ 1.3)
October.....	7,937	9.7	7,990	9.2	+ 0.7
November.....	8,190	10.1	7,295	8.4	-10.9
December.....	9,089	11.2	10,481	12.0	+15.3
(4th Quarter).....	(25,216)	(31.0)	(25,766)	(29.6)	(+ 2.2)
TOTAL.....	81,518	100.0	87,186	100.0	+ 7.0



**TABLE 37: FATAL ACCIDENTS BY MONTH, 1959 AND 1960**

MONTH	1959		1960		% CHANGE IN No. OF ACCIDENTS
	No.	%	No.	%	
January.....	67	6.7	50	5.1	-25.4
February.....	45	4.5	59	6.0	+31.1
March.....	60	6.0	49	5.0	-18.3
(1st Quarter).....	(172)	(17.2)	(158)	(16.1)	(- 8.1)
April.....	50	5.0	49	5.0	- 2.0
May.....	76	7.6	78	7.9	+ 2.6
June.....	71	7.1	68	6.9	- 4.2
(2nd Quarter).....	(197)	(19.7)	(195)	(19.8)	(- 1.0)
July.....	105	10.4	106	10.7	+ 1.0
August.....	107	10.6	108	10.9	+ 0.9
September.....	96	9.5	106	10.7	+10.4
(3rd Quarter).....	(308)	(30.5)	(320)	(32.3)	(+ 3.9)
October.....	131	13.0	113	11.5	-13.7
November.....	96	9.5	96	9.7	.....
December.....	102	10.1	105	10.6	+ 2.9
(4th Quarter).....	(329)	(32.6)	(314)	(31.8)	(- 4.6)
TOTAL.....	1,006	100.0	987	100.0	- 1.9

**TABLE 38: ACCIDENTS BY NATURE AND MONTH OF OCCURRENCE, 1960**

MONTH	NATURE OF ACCIDENT			TOTAL
	FATAL	PERSONAL INJURY	PROPERTY DAMAGE ONLY	
January.....	50	1,634	6,385	8,069
February.....	59	1,640	5,969	7,668
March.....	49	1,483	5,413	6,945
April.....	49	1,613	3,705	5,367
May.....	78	1,982	4,301	6,361
June.....	68	2,075	4,237	6,380
July.....	106	2,231	4,744	7,081
August.....	108	2,186	4,555	6,849
September.....	106	2,081	4,513	6,700
October.....	113	2,435	5,442	7,990
November.....	96	1,990	5,209	7,295
December.....	105	2,364	8,012	10,481
TOTAL.....	987	23,714	62,485	87,186

TABLE 39: ALL ACCIDENTS BY PLACE OF OCCURRENCE, 1959 AND 1960

PLACE OF OCCURRENCE	1959		1960		% CHANGE IN No. OF ACCIDENTS
	No.	%	No	%	
<b>Urban</b>					
1. Metropolitan Toronto..	19,668	24.1	21,636	24.8	+10.0
2. Cities (10,000 popula- tion and over).....	24,243	29.7	27,867	32.0	+14.9
3. Other urban (1,000 to 9,999 population).....	5,051	6.2	5,048	5.8	- 0.1
TOTAL.....	48,962	60.0	54,551	62.6	+11.4
<b>Rural</b>					
1. King's highways .....	19,272	23.6	18,625	21.4	- 3.4
2. Secondary roads.....	841	1.0	894	1.0	+ 6.3
3. County roads.....	5,945	7.3	6,160	7.0	+ 3.6
4. Organized township roads.....	5,031	6.2	5,786	6.6	+15.0
5. Unorganized township roads.....	245	0.4	244	0.3	- 0.4
6. Local and other roads....	1,222	1.5	926	1.1	-24.2
TOTAL.....	32,556	40.0	32,635	37.4	+ 0.2
GRAND TOTAL..	81,518	100.0	87,186	100.0	+ 7.0

TABLE 40: FATAL ACCIDENTS BY PLACE OF OCCURRENCE, 1959 AND 1960

PLACE OF OCCURRENCE	1959		1960		% CHANGE IN No. OF ACCIDENTS
	No.	%	No.	%	
<b>Urban</b>					
1. Metropolitan Toronto..	102	10.1	118	12.0	+15.7
2. Cities (10,000 popula- tion and over).....	140	13.9	142	14.4	+ 1.4
3. Other urban (1,000 to 9,999 population).....	54	5.4	58	5.9	+ 7.4
TOTAL.....	296	29.4	318	32.3	+ 7.4
<b>Rural</b>					
1. King's highways.....	481	47.8	404	40.9	-16.0
2. Secondary roads.....	12	1.2	17	1.7	.....
3. County roads.....	106	10.6	136	13.8	+28.3
4. Organized township roads.....	90	8.9	96	9.7	+ 6.7
5. Unorganized township roads.....	3	0.3	4	0.4	.....
6. Local and other roads..	18	1.8	12	1.2	.....
TOTAL.....	710	70.6	669	67.7	- 5.8
GRAND TOTAL..	1,006	100.0	987	100.0	- 1.9

**TABLE 41: ALL ACCIDENTS BY TYPE OF COLLISION, 1959 AND 1960**

TYPE OF COLLISION	1959		1960		% CHANGE IN NO. OF ACCIDENTS
	No.	%	No.	%	
Collision with —					
1. Other motor vehicle.....	55,792	68.4	60,574	69.5	+ 8.6
2. Fixed object.....	8,102	9.9	8,303	9.5	+ 2.5
3. Pedestrian.....	4,992	6.1	5,400	6.2	+ 8.2
4. Bicycle.....	1,180	1.4	1,300	1.5	+10.2
5. Motorcycle.....	476	0.6	444	0.5	— 6.7
6. Railroad train.....	443	0.5	417	0.5	— 5.9
7. Street car.....	393	0.5	380	0.4	— 3.3
8. Other vehicle.....	300	0.4	364	0.4	+21.3
9. Horse-drawn vehicle.....	27	.....	23	.....	—14.8
10. Animal.....	519	0.6	601	0.7	+15.8
11. Miscellaneous.....	118	0.1	145	0.2	+22.9
Non-collision.....	9,176	11.3	9,235	10.6	+ 0.6
TOTAL.....	81,518	100.0	87,186	100.0	+ 7.0

**TABLE 42: FATAL ACCIDENTS BY TYPE OF COLLISION, 1959 AND 1960**

TYPE OF COLLISION	1959		1960		% CHANGE IN NO. OF ACCIDENTS
	No.	%	No.	%	
Collision with —					
1. Other motor vehicle.....	291	28.9	317	32.1	+ 8.9
2. Fixed object.....	108	10.7	82	8.3	—24.1
3. Pedestrian.....	311	30.9	317	32.1	+ 1.9
4. Bicycle.....	38	3.8	41	4.2	+ 7.9
5. Motorcycle.....	14	1.4	8	0.8	.....
6. Railroad train.....	50	5.0	49	5.0	— 2.0
7. Street car.....	.....	.....	.....	.....	.....
8. Other vehicle.....	11	1.1	7	0.7	.....
9. Horse-drawn vehicle...	1	0.1	.....	.....	.....
10. Animal.....	2	0.2	1	0.1	.....
11. Miscellaneous.....	1	0.1	1	0.1	.....
Non-collision.....	179	17.8	164	16.6	— 8.4
TOTAL.....	1,006	100.0	987	100.0	— 1.9

**TABLE 43: DRIVERS IN ACCIDENTS AND ALL LICENSED DRIVERS,  
BY AGE, 1959 AND 1960**

AGE* (YEARS)	DRIVERS IN ACCIDENTS					ALL LICENSED DRIVERS† %
	1959		1960		% CHANGE IN NO. OF DRIVERS	
	No.	%	No.	%		
Under 16.....	145	0.1	184	0.1	+26.9	.....
16-19.....	15,165	10.9	15,670	10.5	+ 3.3	7.0
20-24.....	24,688	17.8	25,636	17.2	+ 3.8	12.3
25-34.....	41,941	30.2	42,572	28.5	+ 1.5	28.4
35-44.....	27,489	19.8	30,368	20.3	+10.5	23.7
45-54.....	16,666	12.0	19,078	12.8	+14.5	15.8
55-64.....	8,110	5.8	9,929	6.6	+22.4	9.0
65 and Over.....	3,486	2.5	4,283	2.9	+22.9	3.8
Not Stated.....	1,245	0.9	1,695	1.1	+36.1	.....
TOTAL.....	138,935	100.0	149,415	100.0	+ 7.5	100.0

\*Not all the age groups shown cover the same number of years.

† The percentages shown are estimates, based on a sample of 25,000 applications for drivers' licences taken in 1958. They differ slightly from those given for the same year in the 1958 Annual Report, which were based upon a less accurate sample.

**TABLE 44: DRIVERS IN FATAL ACCIDENTS, BY AGE, 1959 AND 1960**

AGE* (YEARS)	1959		1960		% CHANGE IN NO. OF DRIVERS
	No.	%	No.	%	
Under 16.....	2	0.2	5	0.4	.....
16-19.....	171	12.6	127	9.2	-25.7
20-24.....	259	19.1	261	18.9	+ 0.8
25-34.....	383	28.3	364	26.4	- 5.0
35-44.....	233	17.2	253	18.3	+ 8.6
45-54.....	169	12.5	200	14.5	+18.3
55-64.....	70	5.2	99	7.2	+41.4
65 and Over.....	60	4.4	60	4.4	.....
Not Stated.....	6	0.5	10	0.7	.....
TOTAL.....	1,353	100.0	1,379	100.0	+ 1.9

\* Not all the age groups shown cover the same number of years.

**TABLE 45: PERSONS KILLED OR INJURED IN ROAD ACCIDENTS, 1945-1960**

YEAR	KILLED		INJURED		TOTAL	
	No.	INDEX No. (1950 = 100)	No.	INDEX No. (1950 = 100)	No.	INDEX No. (1950 = 100)
1945	598	76	9,804	49	10,402	50
1946	688	87	12,228	61	12,916	62
1947	734	93	13,056	65	13,790	67
1948	740	94	14,970	75	15,710	76
1949	830	105	17,469	88	18,299	88
1950	( 791)	(100)	19,940	100	20,731	100
1951	949	120	22,557	113	23,506	113
1952	1,010	128	23,634	119	24,644	119
1953	1,082	137	24,353	122	25,435	123
1954	(1,045)	(132)	24,607	123	25,652	124
1955	1,111	140	26,246	132	27,357	132
1956	1,180	149	28,626	144	29,806	144
1957	1,279	162	30,414	153	31,693	153
1958	(1,112)	(141)	(30,106)	(151)	(31,218)	(151)
1959	1,187	150	31,602	158	32,789	158
1960	(1,166)	(147)	34,436	173	35,602	172

NOTE: Each figure in brackets is lower than the corresponding figure for the previous year.

**TABLE 46: PERSONS KILLED, BY CLASS AND AGE, 1960**

AGE* (YEARS)	MOTOR VEHICLE DRIVER	MOTOR VEHICLE PASSENGER	PEDES- TRIAN	BICYCLIST	OTHER	TOTAL
0- 4.....	.....	8	42	.....	.....	50
5-14.....	2	33	78	25	3	141
15-19.....	38	66	8	5	1	118
20-24.....	79	42	13	.....	.....	134
25-34.....	101	56	12	.....	1	170
35-44.....	64	41	20	.....	1	126
45-54.....	71	31	35	3	1	141
55-64.....	43	29	29	5	1	107
65 and Over.....	33	46	95	3	2	179
TOTAL.....	431	352	332	41	10	1,166

\* Not all the age groups shown cover the same number of years.



**TABLE 47: PERSONS INJURED, BY CLASS AND AGE, 1960**

AGE* (YEARS)	MOTOR VEHICLE DRIVER	MOTOR VEHICLE PASSENGER	PEDES- TRIAN	BICYCLIST	OTHER	TOTAL
0- 4.....	.....	774	1,047	4	....	1,825
5-14.....	8	1,438	2,167	996	10	4,619
15-19.....	1,543	2,619	258	169	9	4,598
20-24.....	2,603	2,052	178	13	7	4,853
25-34.....	3,705	2,380	350	16	10	6,461
35-44.....	2,452	1,805	316	29	7	4,609
45-54.....	1,561	1,285	351	25	13	3,235
55-64.....	814	877	323	18	12	2,044
65 and Over.....	414	664	449	8	12	1,547
Not Stated.....	32	526	80	4	3	645
TOTAL.....	13,132	14,420	5,519	1,282	83	34,436

\* Not all the age groups shown cover the same number of years.

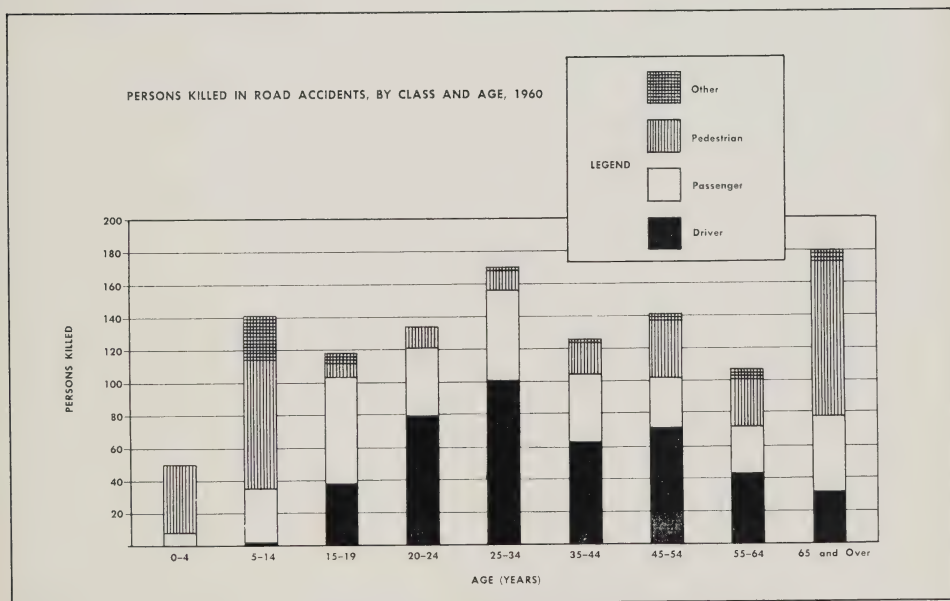








TABLE 48: SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENT STATISTICS—ONTARIO, 1960

[illegible]





---

---

**ONTARIO  
HIGHWAY TRANSPORT BOARD**

---

---

# ANNUAL REPORT

## THE ONTARIO HIGHWAY TRANSPORT BOARD

### YEAR ENDING DECEMBER 31, 1960

The Ontario Highway Transport Board, pursuant to the provisions of Section 24 of The Ontario Highway Transport Board Act, R.S.O. 1960, Chapter 273, begs leave to submit the following report upon its affairs to the Honourable the Minister of Transport for the calendar year 1960.

#### Organization of the Board

The Board is constituted as follows:

<i>Chairman</i> .....	E. J. SHONIKER, B.A.
<i>Vice-Chairman</i> .....	R. H. YEATES
<i>Members</i> .....	G. W. STODDART, B.A. G. C. MARRS, B.A. E. MAXWELL WALKER
<i>Secretary of the Board</i> .....	A. H. McLAREN

#### Sittings of the Board

Throughout the current year the Board has been sitting in two divisions of two members each, for the hearing of applications for operating licences under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act (Canada). The Board has conducted public hearings in the following municipalities — Burlington, Brockville, Kitchener, Preston, Ottawa, Hamilton, London, Sudbury, Windsor, Port Arthur, Minden, Kingston, Sault Ste. Marie and Toronto.

Two hundred and twenty-five applications and three reviews of certificates out of a total of 3,572 applications and 70 reviews considered by the Board, were heard at points outside of Toronto. It is the continued policy of this Board to advertise in 'The Ontario Gazette' during the early part of each year the dates and locations it will sit at places other than Toronto.

Appendix 'A' to this Report provides figures illustrating the number of applications received under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act (Canada). Appendix 'B' shows the total revenue received by the Board during the calendar year of 1960. Appendix 'C' gives particulars of the certificates of public necessity and convenience issued by the Board during the calendar year of 1960 after a public hearing, with details as to the number of applications granted and dismissed, and those opposed in accordance with the Board's Rules of Practice and Procedure. Appendix 'D' gives particulars of the certificates issued after consideration in chambers, without a public hearing.

## General

The interchange of trailer privileges now extended to carriers holding Class 'A' public commercial vehicle operating licences in the Province of Ontario giving them the right to haul the trailers of other licensed carriers, has proven to be of great benefit, both to the trucking industry and the shipping public as a whole. There has been a marked reduction in claims which normally are the result of damage incurred in the physical transfer of freight, and goods are moving in a much more expeditious fashion by means of interchange of trailers than they formerly moved by physical transfer.

The Board, in co-operation with the Ontario Department of Transport, issued operating authorities to many carriers during the course of 1960 for the use of transferable plates. "Transferable plates" is the designation given to registration and public commercial vehicle licence plates which are issued to applicants who have international operating authorities. These plates then may be used on any trailer bearing State registration plates when the movement of the said trailer originates and terminates in the United States of America. From January 1st, 1960 to December 31, 1960—10,384 American trailers have been moved from and to the international boundary by means of transferable plates. The movement of American trailers by means of transferable plates has been extremely successful in eliminating the many delays which formerly took place at the international boundary. An American carrier can now proceed to the international boundary and without further delay arrange with a Canadian carrier to move his trailer and contents to its destination in the Province of Ontario. The Board is satisfied that this movement is in the public interest and serves to create a spirit of co-operation between Canadian and American carriers, as well as moving goods in international carriage in a speedy and efficient manner.

During the past year the Board attended the Interprovincial Conference held in the City of Quebec on April 20–23, 1960 inclusive, and has endeavoured to contribute to the best of its ability toward the success of this conference, which was called in an effort to unite the provinces of Canada in a better understanding of each other's position in respect to the regulation and administration of the trucking industry.

The Board has endeavoured during the past year, in conjunction with the Vehicle Inspection Branch of the Department of Transport, to encourage members of the trucking industry to respect The Highway Traffic Act, The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act of Canada. I may say that on various occasions the Board has ordered for review the certificates of licensees who have incurred many convictions and have appeared to show little respect for the law of the Province of Ontario in respect to transportation for compensation, and have warned them that in order to remain licensed by this province they must learn to respect the law. The result has been a marked reduction in the number of offences contrary to the Public Commercial Vehicles Act, The Public Vehicles Act and The Highway Traffic Act, also the Motor Vehicle Transport Act, in respect to infractions which pertain to operations outside the confines of their licence.

Since the promulgation of the Motor Vehicle Transport Act of Canada in the Province of Quebec, it is contemplated that joint hearings will be held in conjunction with the Quebec Transportation Board, which should alleviate time and expense in dealing with applications which affect a movement into, out of or through both provinces.

The Board will, in the early part of February, sit with the Manitoba Carrier Board in the City of Winnipeg to deal with applications which affect the movement of goods between the provinces of Manitoba and Ontario. It is felt that joint hearings create a spirit of co-operation between provinces and serve the best interest of the public of the Dominion of Canada.

The Board is now conducting night sessions in order to facilitate the attendance of those applicants or respondents who are owner-operators and not able to attend hearings during the course of the day, because it would be necessary for them to lose a day's work. In order to serve the public to a greater degree the Board will continue to conduct hearings during evening sessions when required.

The Board wishes to express its appreciation of the co-operation and help extended to it by the former Minister of Transport, Hon. John Yaremko, Q.C., M.P.P. and the officers of the Department of Transport.

Since the appointment of the Hon. H. L. Rowntree, M.P.P. as Minister of Transport, this co-operation has been extended to the Board in the same degree. It is the hope of the Ontario Highway Transport Board that it may continue to serve the people of the Province of Ontario in road transportation matters.

All of which is respectfully submitted this 29th day of January, 1961.

'E. J. SHONIKER'  
*Chairman*

'R. H. YEATES'  
*Vice-Chairman*

'G. W. STODDART'  
*Member*

'G. C. MARRS'  
*Member*

'E. MAXWELL WALKER'  
*Member*

'A. H. McLAREN'  
*Secretary of the Board*



### Appendix 'A'

## THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS FOR THE YEAR ENDING DECEMBER 31, 1960

### Applications Received by the Board:

#### 1. The Public Commercial Vehicles Act —

CLASS	
A	158
B	3
C	90
D	603
E	214
F	1,260
FS	69
H	47
K	43
L	6
TOTAL	2,493

#### 2. The Motor Vehicle Transport Act (Canada) —

Extra-Provincial	378
------------------	-----

#### 3. The Public Vehicles Act —

Bus	113
School Bus	501
TOTAL	614

Total Applications received.....3,485

### Appendix 'B'

## THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS FOR THE YEAR ENDING DECEMBER 31, 1960

Hearing Fees.....	\$78,225.00
Costs.....	10,625.00
Fees for copies of documents and miscellaneous.....	1,414.76
TOTAL NET REVENUE.....	\$90,264.76

# Appendix 'C'

## THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS JANUARY 1, 1960 TO DECEMBER 31, 1960

### Applications considered at a public hearing under:

#### 1. The Public Commercial Vehicles Act—

CLASS	GRANTED		DISMISSED	TRANSFER	EXTENSION	TOTAL	OPPOSED BY OTHER CARRIERS
	IN FULL	IN PART					
A	8	29	7	2	10	56	35
B	1	.....	.....	.....	.....	1	.....
C	13	12	.....	1	9	45	23
D	123	70	71	3	64	331	158
E	3	1	3	.....	3	10	3
F	27	35	23	3	23	111	48
FS	21	10	5	.....	3	39	19
H	7	9	8	1	4	29	15
K	4	10	6	1	.....	21	14
TOTALS	207	176	133	11	116	643	315

86

#### 2. The Motor Vehicle Transport Act (Canada)—

CLASS	GRANTED		DISMISSED	TRANSFER	EXTENSION	TOTAL	OPPOSED BY OTHER CARRIERS
	IN FULL	IN PART					
Merchandise	88	33	39	4	27	191	89
Passenger	2	.....	1	1	1	5	2
TOTALS	90	33	40	5	28	196	91

#### 3. The Public Vehicles Act—

CLASS	GRANTED		DISMISSED	TRANSFER	EXTENSION	TOTAL	OPPOSED BY OTHER CARRIERS
	IN FULL	IN PART					
Bus	14	4	9	1	7	35	13
School Bus	4	.....	7	.....	.....	11	5
TOTALS	18	4	16	1	7	46	18

# Appendix 'D'

## THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS JANUARY 1, 1960 TO DECEMBER 31, 1960

### Applications considered in Chambers under:

#### 1. The Public Commercial Vehicles Act—

CLASS	GRANTED	DISMISSED	TRANSFER	EXTENSION	GRANTED	INTERIM REFUSED	TOTAL
A	11	11	22	29	7	4	84
B	.....	.....	2	.....	1	.....	3
C	14	7	32	4	3	1	61
D	66	26	28	17	109	33	279
E	95	13	58	61	6	1	234
F	845	94	110	132	58	5	1,244
FS	9	2	11	.....	1	3	26
H	3	3	8	.....	.....	.....	14
K	7	1	4	1	6	1	20
L	4	.....	.....	.....	.....	.....	4
TOTALS	1,054	157	275	244	191	48	1,969

#### 2. The Motor Vehicle Transport Act (Canada)—

	GRANTED	DISMISSED	TRANSFER	EXTENSION	GRANTED	INTERIM REFUSED	TOTAL
Merchandise	43	16	27	11	71	10	178
Passenger	9	2	3	1	.....	1	16
TOTALS	52	18	30	12	71	11	194

#### 3. The Public Vehicles Act—

	GRANTED	DISMISSED	TRANSFER	EXTENSION	GRANTED	INTERIM REFUSED	TOTAL
Bus	14	5	16	3	19	2	59
School Bus	358	15	27	51	13	1	465
TOTALS	372	20	43	54	32	3	524









A20N  
OT  
455

*annual report 1961*



*ONTARIO*

*DEPARTMENT*

*OF TRANSPORT*











ONTARIO

ANNUAL REPORT

of the

**ONTARIO DEPARTMENT OF TRANSPORT**

for the

**YEAR 1961**

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY OF ONTARIO (SESSIONAL No. 54)  
BY FRANK FOGG, PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY, TORONTO.





THE HONOURABLE H. L. ROWNTREE, Q.C.

Minister of Transport

TO THE HONOURABLE LT.-COL. JOHN KEILLER MACKAY,  
D.S.O., V.D., LL.D.,  
*Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOUR:

The undersigned has the honour to transmit the Annual Report of the Department of Transport, Ontario, for the year 1961.

Respectfully submitted,

H. L. ROWNTREE,  
*Minister of Transport.*

Parliament Buildings,  
Queen's Park, Toronto, Ontario,  
March 30, 1962

TO THE HONOURABLE H. L. ROWNTREE, Q.C.  
*Minister of Transport, Ontario.*

Sir:

I have the honour to present herewith the Annual Report of the Department of Transport for the Calendar year 1961, with financial statements covering the fiscal year ending March 31st, 1961. Pursuant to Section 146(e) of the Highway Traffic Act this contains the report of the Registrar of Motor Vehicles.

I have the honour to be, Sir,

Your obedient servant,

A. G. MACNAB,  
*Deputy Minister.*

Department of Transport, Ontario,  
Toronto, March 29, 1962.





## CONTENTS

INTRODUCTION .....	15
DEPARTMENT REPORT:	
ACCOUNTING .....	19
FINANCIAL REPORT .....	19
PERSONNEL .....	23
LEGAL .....	23
MOTOR VEHICLE LICENCING .....	24
DRIVER EXAMINATION .....	25
SPECIAL RE-EXAMINATIONS .....	26
SCHOOL BUS DRIVERS .....	26
DRIVER IMPROVEMENT .....	26
DRIVER RECORDS .....	26
FINANCIAL RESPONSIBILITY .....	27
THE UNSATISFIED JUDGMENT FUND .....	27
VEHICLE INSPECTION .....	27
TRAFFIC ENGINEERING .....	30
HIGHWAY SAFETY .....	30
DRIVER INSTRUCTION IN SECONDARY SCHOOLS .....	33
RESEARCH .....	33
EMERGENCY MEASURES ORGANIZATION .....	34
APPENDIX TABLES .....	37
APPENDIX CHARTS .....	61
ONTARIO HIGHWAY TRANSPORT BOARD .....	71



# LIST OF TABLES

TABLE	PAGE
<b>DEPARTMENT OF TRANSPORT</b>	
1. LICENCES AND PERMITS ISSUED, 1957-1961 .....	38
2. MOTOR VEHICLE REGISTRATIONS, 1903-1961 .....	38
3. PROPORTIONATE INCREASES OF (1) MEDIUM AND HEAVY COMMERCIAL VEHICLES (2) ALL COMMERCIAL VEHICLES, 1945-1960 .....	39
4. PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY COUNTIES AND DISTRICTS, 1959 AND 1960 .....	40
5. PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY CITIES, 1959-60 .....	42
6. GARAGE LICENCES ISSUED, 1958-1961 .....	43
7. PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS BEGINNING APRIL 1, 1956-1961 .....	43
8. PUBLIC COMMERCIAL VEHICLES LICENSED, LICENCE YEARS BEGINNING APRIL 1, 1956-1961 .....	43
9. RATIO OF PUBLIC COMMERCIAL VEHICLES TO OPERATING LICENCES—LICENCE YEARS BEGINNING APRIL 1, 1953-1961 .....	44
10. PUBLIC VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS BEGINNING APRIL 1, 1956-1961 .....	44
11. PUBLIC VEHICLES LICENSED, LICENCE YEARS BEGINNING APRIL 1, 1956-1961 .....	44
12. SPECIAL PERMITS ISSUED, 1958-1961 .....	45
13. RESULTS OF PROSECUTIONS BY THE VEHICLE INSPECTION BRANCH, JANUARY 1 — DECEMBER 31, 1960 AND 1961 .....	45
14. DRIVER EXAMINATIONS CONDUCTED BY DEPARTMENT, 1961. RESULTS OF FIRST ATTEMPT ONLY .....	46
15. DRIVER RE-EXMINATIONS CONDUCTED ON APPLICATIONS FOR AUTHORITY TO DRIVE A SCHOOL BUS, RESULTS OF FIRST ATTEMPTS ONLY, 1961 .....	46
16. FAILURES FOLLOWING DRIVER EXAMINATIONS CONDUCTED BY DEPARTMENT, 1961 — ANALYSIS OF FIRST ATTEMPTS ONLY .....	46
17. FAILURES FOLLOWING DRIVER RE-EXAMINATIONS CONDUCTED ON APPLICATIONS FOR AUTHORITY TO DRIVE SCHOOL BUS — ANALYSIS OF FIRST ATTEMPTS ONLY, 1961 .....	46
18. NUMBER OF PERSONS BY AGE GROUP, WHO FILED PROOF OF LIABILITY INSURANCE COVERAGE PURSUANT TO SECTION 112, HIGHWAY TRAFFIC ACT, 1961 .....	47
19. FINANCIAL RESPONSIBILITY SUSPENSIONS LIFTED BY REASON OF REINSTATEMENT, 1961 .....	47
20. TYPE OF FINANCIAL RESPONSIBILITY FILED, 1961 .....	47
21. CONVICTIONS AND COMMITTALS FOR TRIAL UNDER THE HIGHWAY TRAFFIC ACT, 1960-1961 .....	48
22. CONVICTIONS AND COMMITTALS FOR TRIAL UNDER THE CRIMINAL CODE (CANADA), 1960 AND 1961 .....	49
23. SUMMARY OF CONVICTIONS AND COMMITTALS FOR TRIAL, 1957-1961 .....	49
24. DRIVERS SUSPENDED PENDING FILING OF PROOF OF FINANCIAL RESPONSIBILITY, 1957-1961 .....	49
25. UNSATISFIED JUDGMENT FUND—STATEMENT OF PAYMENTS INTO AND OUT OF THE FUND—JULY 1, 1947—MARCH 31, 1961 .....	50

TABLE	PAGE
26. SUSPENSIONS OF DRIVER'S LICENCES, 1960-1961 .....	51
27. EFFECTIVE PERIODS OF SUSPENSION, 1957-1961 .....	52
28. ADDITIONAL ACTION UNDER POINT SYSTEM, 1961 .....	52
29. ABSTRACTS OF DRIVER'S RECORDS ISSUED TO VARIOUS AGENCIES, 1957-1961 .....	52
30. NATURE OF ACCIDENTS, 1945-1961 .....	53
31. ALL ACCIDENTS BY MONTH, 1960 AND 1961 .....	53
32. FATAL ACCIDENTS BY MONTH, 1960 AND 1961 .....	54
33. ACCIDENTS BY NATURE AND MONTH OF OCCURRENCE, 1961 .....	54
34. ALL ACCIDENTS BY PLACE OF OCCURRENCE, 1960 AND 1961 .....	55
35. FATAL ACCIDENTS BY PLACE OF OCCURRENCE, 1960 AND 1961 .....	55
36. ALL ACCIDENTS BY TYPE OF COLLISION, 1960 AND 1961 .....	56
37. FATAL ACCIDENTS BY TYPE OF COLLISION, 1960 AND 1961 .....	56
38. DRIVERS IN ACCIDENTS AND ALL LICENSED DRIVERS, BY AGE, 1960 AND 1961 .....	56
39. DRIVERS IN FATAL ACCIDENTS, BY AGE, 1960 AND 1961 .....	57
40. PERSONS KILLED OR INJURED IN ROAD ACCIDENTS, 1945-1961 .....	57
41. PERSONS KILLED, BY CLASS AND AGE, 1961 .....	57
42. PERSONS INJURED, BY CLASS AND AGE, 1961 .....	58
43. TRUCKS AND TRACTORS — NUMBER AND AVERAGE TARE WEIGHT BY REGISTERED GROSS WEIGHT AND NUMBER OF AXLES, LICENCE YEAR 1959 .....	59
44. TRAILER — NUMBER AND AVERAGE TARE WEIGHT BY REGISTERED GROSS-WEIGHT AND NUMBER OF AXLES, LICENCE YEAR 1959 .....	59



## LIST OF CHARTS

CHART	PAGE
MOTOR VEHICLE REGISTRATIONS, 1903-1961 .....	62
DRIVERS' LICENCES ISSUED, 1952-1961 .....	63
MOTOR VEHICLE ACCIDENTS REPORTED, 1945-1961 .....	64
PUBLIC COMMERCIAL VEHICLES AND PUBLIC VEHICLES OPERATING LICENCES AND VEHICLES LICENSED, 1950-1961 .....	65
PUBLIC COMMERCIAL VEHICLES — OPERATING AUTHORITIES IN EFFECT AND VEHICLES LICENSED, 1960 .....	66
FIRST ATTEMPT DRIVER EXAMINATIONS GIVEN AND PASSED AT DEPARTMENT CENTRES, 1958-1961 .....	67
VEHICLES EXAMINED AND PERCENTAGE OF CONVICTIONS OBTAINED BY DEPARTMENTAL INSPECTORS, 1958-1961 .....	68
TRAFFIC ENGINEERING BRANCH .....	69
NET CASH RECEIPTS, 1952-1961 .....	70



## INTRODUCTION

During 1961 some 6 million licences and permits were issued, including approximately 2.3 million motor vehicle and trailer permits, and 2.4 million drivers' licences. In this period over 1 million changes were made to the department's records from which information is dispensed to police and allied agencies 24 hours a day.

Ordinary Revenue collected by the department in the fiscal year 1960-61 increased by \$1.7 million over the previous year to a total of \$67.7 million. Of this, 93% was represented by vehicle licencing. The department paid \$4.5 million in ordinary expenditure during this period, an increase of \$0.5 million over the previous year. The bulk of these increased payments were used in the Driver Examination Program and for the provision of Vehicle Inspection staff.

Completion of the conversion of the department's Driver Examination Program on April 1st, 1961, resulted in the location of 43 Driver Examination centres in the major cities and towns, and 93 travelling examiners throughout the province. New examination procedures provide for a four-part examination for all applicants for a driver's licence, and a two-part examination for applicants for Temporary Instruction Permits.

Statistics have proved the value of the Demerit Point System in improving the driving habits of those drivers with a tendency to incur traffic violations. The system completed its first two year cycle on March 31st, 1961. Of approximately 32,000 drivers who received clinical treatment by the department, only 4.7% failed to respond and were subsequently suspended.

Among the significant legislative amendments made to the Highway Traffic Act during the year to increase safety on the highways, were gross weight provision for the registration of heavy vehicles and trailers, new road rules for drivers, including the signing of vehicles transporting dangerous materials, new regulations for school bus drivers, and provision for stiffer penalties for conviction of a charge of criminal negligence.

The department's Highway Safety activities last year included 4 major education programs, seasonal emphasis campaigns, and special campaigns directed at schools, children's hospitals, and pre-school nurseries and kindergarten. Safety promotion through the formation of local safety councils, school safety patrols and driver instruction courses in secondary schools, resulted in 11 new safety councils being formed in 1961, bringing the total in Ontario to 80, and 900 school safety patrols. Some 20,000 school patrol members throughout the province are now actively engaged in the safety of their fellow students.

As the result of the department's co-operation with the Civil Service Commission, new and improved procedures for personnel administration have been effected. These include training courses and in-service Job Instruction training for all staff members. 88 new employees and 75 replacements were recruited to the department.

Analysis of the replies to mail questionnaires sent to some 1,600 motor vehicle owners at the beginning of the year yielded data hitherto unavailable, which will aid investigation of accident causes and prevention methods, and contribute to the success of the Department's motor vehicle taxation study.



---

---

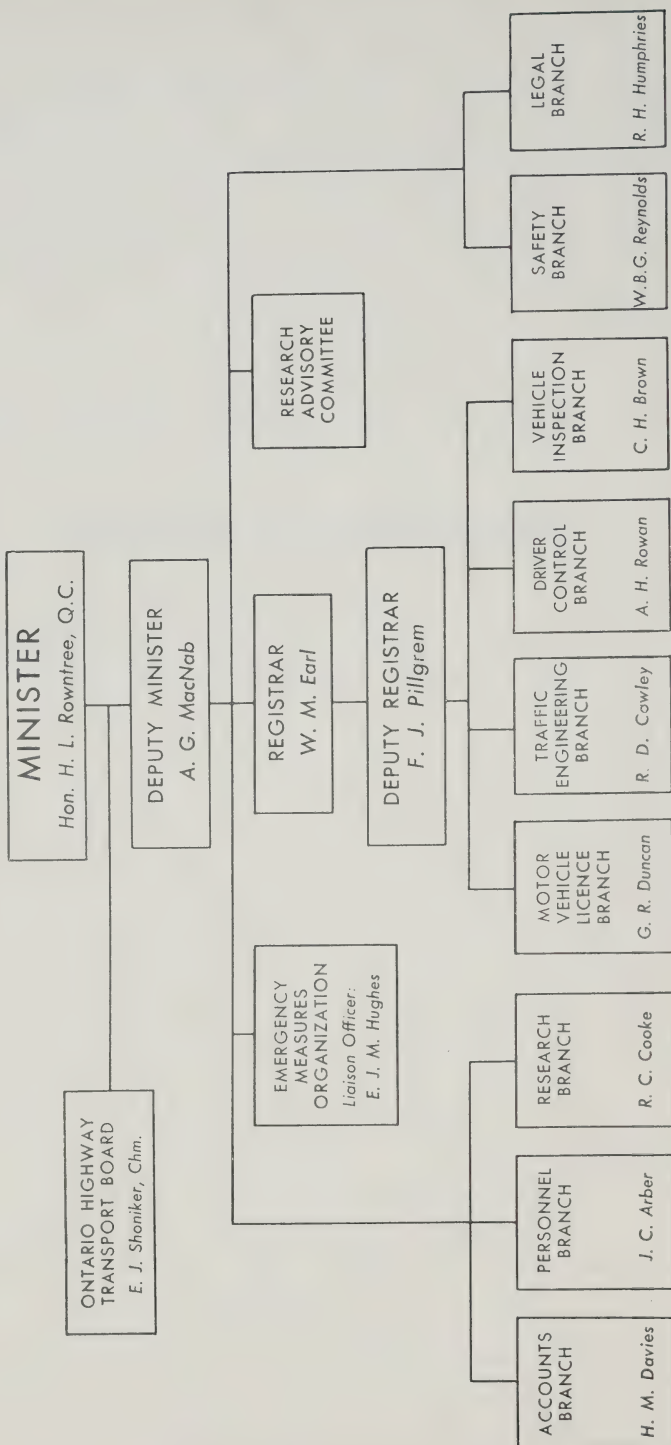
## **DEPARTMENT REPORT**

---

---



# PROVINCE OF ONTARIO DEPARTMENT OF TRANSPORT



## DEPARTMENT OF TRANSPORT

### Accounting

In the fiscal year 1960-61 the Ordinary Revenue collected by the Department amounted to \$67.7 million, an increase of \$1.7 million over the previous year. Receipts from vehicle licensing represented (93%) of the total revenue; of this amount (45.0%) was from passenger cars and (48%) was from commercial vehicles, including trailers. The 48% for commercial vehicles includes the fees collected for public commercial vehicles and passenger mile fees for public vehicles.

In this period the Department paid out \$4.5 million in Ordinary Expenditures, an increase of \$0.5 million over the previous year. The bulk of these increased payments were used in the Driver Examination Program and to provide additional staff for vehicle inspection duties.

### FINANCIAL REPORT FOR THE FISCAL YEAR ENDING MARCH 31, 1961

The following summarizes the results of operations for the year, exclusive of the Unsatisfied Judgment Fund:

Net Cash Receipts .....	\$67,732,520.25
Cash Disbursements .....	<u>4,504,749.17</u>
Excess of Receipts over Disbursements .....	<u>\$63,227,771.08</u>

### UNSATISFIED JUDGMENT FUND FOR THE FISCAL YEAR ENDING MARCH 31, 1961

Unsatisfied Judgment Fund — R.S.O. 1960, Chap. 172, Part XIII

Balance of credit of Fund, March 31, 1960 .....	\$ 5,282,231.61
---	-----------------

#### Receipts:

Fees on issue or renewal of chauffeurs' or operators' licences .....	\$ 2,466,339.00
Fees paid by uninsured owners on issue or transfer of a motor vehicle permit .....	1,603,375.00
Recoveries of judgments .....	<u>357,235.95</u>
	4,426,949.95
	<u>\$ 9,709,181.56</u>

#### Payments:

Judgments paid, including costs .....	2,514,009.88
Balance at credit of Fund, March 31, 1961 .....	<u>\$ 7,195,171.68</u>

**NET RECEIPTS AND DISBURSEMENTS**  
**(EXCLUSIVE OF THE UNSATISFIED)**

**NET RECEIPTS**

**Motor Vehicles Administration**

Permits and Licences		
Passenger .....	\$28,328,867.75	
Trucks and Tractors .....	22,317,458.05	
Buses .....	694,285.25	
Dual Purpose .....	2,135,147.35	
Trailer .....	5,236,355.05	
Motorcycle .....	91,872.90	
Dealers —		
Automobile ....	\$84,015.00	
Motorcycle ....	315.00	
	84,330.00	
Operators and Instruction .....	1,760,785.35	
Chauffeurs .....	835,517.85	
In Transits .....	15,913.30	
Garages .....	321,106.00	
Driving Instructors .....	16,987.00	
		\$61,838,625.85

**Fees**

Transfers .....	888,587.35	
Public Vehicles .....	415,483.41	
Public Commercial Vehicles ....	2,973,614.63	
Duplicate Permits & Licences .....	72,142.00	
Searches and Certificates .....	80,203.56	
Lists .....	22,762.55	
Examinations .....	165,138.00	
Miscellaneous .....	3,367.58	
		4,621,299.08

Fines .....	1,182,113.57	
		\$67,642,038.50

**Ontario Highway Transport Board**

Fees .....		90,481.75
------------	--	-----------

Total .....		<u>\$67,732,520.25</u>
-------------	--	------------------------

**FOR THE YEAR ENDING MARCH 31, 1961**  
**JUDGMENT FUND)**

**DISBURSEMENTS**

**Main Office**

Salaries .....	\$ 330,893.14	
Travelling Expenses .....	8,301.61	
Maintenance .....	14,976.91	
Unemployment Insurance .....	6,684.77	
Contingencies .....		
Fees and Expenses, Special Studies and Research .....	11,943.49	
	372,799.92	
Minister .....	12,000.00	
		\$ 384,799.92

**Ontario Highway Transport Board**

Salaries .....	99,098.66	
Travelling Expenses .....	3,224.27	
Maintenance .....	8,573.90	
		110,896.83

**Highway Safety Branch**

Salaries .....	121,458.25	
Travelling Expenses .....	11,984.42	
Maintenance .....	24,766.09	
Highway Safety Publicity .....	324,944.61	
Grants —		
Ontario Safety League .....	15,000.00	
Ontario Traffic Conference ....	5,000.00	
Canadian Highway Safety Council .....	10,000.00	
		513,153.37

**Motor Vehicles Administration**

Salaries .....	2,304,290.96	
Travelling Expenses .....	148,720.13	
Maintenance .....	431,174.91	
Advertising .....	47,034.35	
Registration Plates & Supplies .....	474,839.07	
Fees, etc. ....	89,839.63	
		3,495,899.05

<b>Total Disbursements .....</b>	<b>\$ 4,504,749.17</b>
<b>Excess of Net Receipts over Disbursements .....</b>	<b>63,227,771.08</b>
<b>Total .....</b>	<b>\$67,732,520.25</b>

**NET CASH RECEIPTS\***  
**FOR THE 10 FISCAL YEARS ENDING MARCH 31, 1952-1961**

	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961
<b>Permits and Licences</b>										
Passenger	8,014,497	9,592,550	10,179,006	11,240,597	17,348,216	19,909,408	21,705,348	23,288,131	27,295,459	28,328,868
Trucks and Tractors†	8,481,736	9,583,011	9,885,712	10,715,358	15,587,871	18,317,463	18,870,367	20,141,724	22,943,217	23,011,743
Dual purpose	81,524	114,136	166,133	215,916	453,202	683,558	959,322	1,260,953	1,728,530	2,135,148
Trailer	965,054	1,353,882	1,490,982	1,723,241	2,443,725	3,582,478	3,429,496	4,194,677	5,034,360	5,236,355
Motorcycle	22,443	24,716	22,314	21,418	24,851	31,123	32,256	44,212	53,860	91,873
Dealers—Automobile	44,649	51,776	49,452	49,427	72,461	77,172	75,269	80,260	84,959	84,015
—Motorcycle	42	51	57	48	66	40	51	94	159	315
Operators and instruction	956,380	1,081,544	1,105,478	1,184,112	1,270,563	1,365,984	1,615,507	1,632,835	1,777,925	1,760,785
Chauffeurs	579,568	638,109	648,991	684,761	717,625	754,088	783,594	799,184	866,681	835,518
In transits	7,214	8,870	7,016	5,139	10,060	11,962	13,117	13,988	19,258	15,913
Garages	84,964	95,421	95,227	98,821	99,927	106,935	106,808	114,068	273,474	321,106
Driving instructors									18,133	16,987
<b>TOTAL</b>	19,238,071	22,544,066	23,650,431	25,938,838	38,028,567	44,820,211	47,591,138	51,570,126	60,096,023	61,838,626
<b>Fees</b>										
Transfers	300,571	350,457	363,686	371,456	415,696	453,160	891,241	818,671	886,146	888,587
Public vehicles	537,782	539,971	514,079	436,016	424,928	427,202	432,268	425,305	436,459	415,483
Public commercial vehicles	768,573	935,723	1,192,957	1,390,222	1,488,844	1,934,216	2,193,495	2,398,781	2,970,167	2,973,615
Dup. permits and licences	23,696	25,997	28,571	30,505	32,503	43,644	68,236	66,946	72,807	72,142
Searches and certificates	8,262	9,748	9,709	13,003	19,052	22,610	45,332	58,276	70,578	80,204
Lists	12,195	19,229	7,065	15,134	20,915	16,432	15,498	20,091	25,311	22,763
Examinations	40,196	41,508	47,104	50,402	50,998	49,016	63,189	101,116	131,977	165,138
Miscellaneous	4,287	12,302	6,141	970	2,259	29,900		2,755	16,565	3,367
<b>TOTAL</b>	1,695,562	1,934,941	2,169,312	2,307,714	2,455,195	2,976,180	3,709,259	3,891,941	4,610,210	4,621,299
<b>Fines</b>										
Breaches of Acts†	288,570	360,609	363,237	465,782	822,410	1,304,715	1,262,092	1,348,865	1,230,325	1,182,114
<b>GRAND TOTAL</b>	21,222,203	24,839,616	26,182,980	28,712,334	41,306,172	49,101,106	52,562,489	56,810,932	65,936,558	67,642,039

\* Exclusive of the Unsatisfied Judgment Fund and the Ontario Highway Transport Board.

† Highway Traffic Act, Public Commercial Vehicles Act, Public Vehicles Act and Motor Vehicle Transport Act (Canada).

# Including buses.



**MOTOR VEHICLE ADMINISTRATION**  
**NET ORDINARY EXPENDITURE BY BRANCHES AND SERVICES**

BRANCH OR SERVICE	SALARIES	TRAVELLING EXPENSES	MAINTENANCE	TOTAL
Driver Control Branch .....	977,470.96	63,566.00	102,242.71	1,143,279.67
Motor Vehicle Licence Branch	764,411.35	12,170.45	71,383.11	847,964.91
Traffic Engineering Branch ....	37,043.76	4,174.93	4,908.41	46,127.10
Vehicle Inspection Branch .....	525,364.89	68,808.75	67,401.15	661,574.79
General Office Supplies and Equipment (all branches)			185,239.53	185,239.53
Advertising .....				47,034.35
Registration Plates and Supplies .....				474,839.07
Fees, etc. ....				89,839.63
	<u>\$2,304,290.96</u>	<u>\$148,720.13</u>	<u>\$431,174.91</u>	<u>\$3,495,899.05</u>

### Personnel

The Department's continued growth was reflected in the recruitment of 88 new employees. In addition 75 were hired as replacements. The total staff complement at December 31, 1961, was 915.

The Department cooperated with the Civil Service Commission in their reclassification program, and in their new and improved procedures for personnel administration.

Training courses were conducted throughout the Department to assure the qualification of all staff members in the conduct of their duties. Initial courses are supplied for all new staff employed on vehicle inspection and driver examination duties.

A continuous in-service Job Instruction Training is carried out with all staff members.

### Legal

Significant legislative amendments were made to The Highway Traffic Act during the year to increase safety on the highways, the more important of which included the following:—

The gross weight provisions were amended to permit registration of the new three axle semi-trailer not exceeding 32,000 pounds except that a semi-trailer with three axles that was registered prior to the first day of July, 1961, may still carry a gross weight not exceeding 40,000 pounds until December 31, 1965. The gross weight of two axle vehicles was extended from 40,000 pounds to 42,000 pounds. The movement after December 31, 1965 of a combination of more than one vehicle and trailer except when such combination includes a pole-trailer and a combination of vehicles exceeding 84,000 pounds were prohibited.

To prevent unexpected movements, a new rule of the road was prescribed prohibiting a driver to set his vehicle in motion unless the movement can be made in safety and, if made, the proper signal must be given. A new section was also enacted prohibiting U-turns upon a curve where traffic cannot be seen within a distance of 500 feet or upon an approach to or near the crest of a grade where the vehicle cannot be seen by the driver of another vehicle within 500 feet.

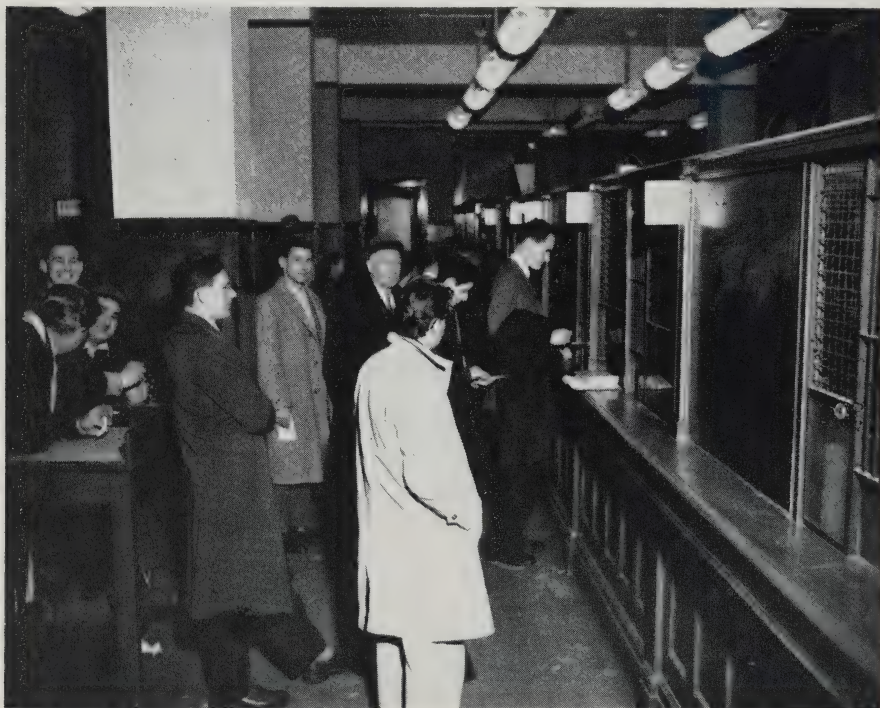
The rule of the road relating to passing on the right which was applicable within cities, towns and villages was amended to include passing on the right on any paved highway providing there are 2 or more lanes of traffic in each direction.

Provision was also made to stiffen the penalty provided under The Highway Act for conviction of a charge of criminal negligence. As a protection to the public a regulation was enacted providing for the signing of vehicles transporting dangerous materials on the highway. Another regulation was passed which provided that all brake fluid must conform to the standards and specifications set by the Society of Automotive Engineers.

### **Motor Vehicle Licencing**

During 1961, some 6 million licences and permits were issued, including approximately 2.3 million motor vehicle and trailer permits, and 2.4 million drivers' licences. For the convenience of the public drivers' licences and permits for motor vehicles and trailers are issued by 265 agency offices throughout the province in addition to five Department staffed offices.

Numerical and alphabetical records are compiled as permits and licences are issued. These records are continually up-dated for change of address, and in the case of permits, for any change in ownership as well. In 1961, over one million changes were made to the departments records. Information from these records is dispensed to police and other law enforcement agencies 24 hours a day. Last year 2.5 million extracts were made.



A view of the main licence issuing office in the east block of parliament buildings before renovations were made in 1961.



Special Permits, required for the movement of overweight and oversize loads, are also issued.

Conditions governing the use of special permits are strictly enforced in order to preserve highways and bridges, and to protect the public. The issuance of these permits is necessary to facilitate the free flow of commerce in our expanding economy.



The modern, well-lighted interior of the main issuing office after renovations were made. Faster service is now given the public through these improved facilities.

### **Driver Examination**

April 1, 1961, saw the completion of the conversion of the Department's Driver Examination Program. The completion of this program should be recognized as an outstanding achievement in the history of the motor vehicle in Ontario. At the present time the Province is covered by 43 Driver Examination Centres located in major towns and cities, while additional service is provided by travelling examiners in 93 other towns and villages.

Today every applicant for a drivers' licence is examined under the Department's new examination procedures. Since April 1, 1961, all applicants have been required to take the new uniform four-part examination which tested them for visual acuity; sign recognition; knowledge of the rules of the road and safe driving practices; and their ability to handle their vehicle during a road test involving varied and basic driving manoeuvres. On completion of the examination all those tested, whether they pass or fail, are given a copy of the examiner's score sheet, so that they are made aware of any faults.

### **Test for Temporary Instruction Permits Instituted**

A further significant improvement was introduced in June 1961, when all applicants for Temporary Instruction Permits were required to pass an examination of vision and a written test on the rules of the road before being issued a permit to practice driving. This examination is very basic, but it was considered desirable, with today's high density traffic, that everyone driving on Ontario's streets and highways should be familiar with the highway signs and rules of the road, and to ensure that they have a sufficiently high standard of vision.

From June 1 to December 31, a total of 146,800 tests were conducted before the issuance of temporary permits. This total includes re-tests resulting from a 14.5 per cent rejection rate.

### **Special Re-Examinations**

It is expected that the department's re-examination program will be broadened.

### **School Bus Drivers**

New regulations under Highway Traffic Act made special provision regarding drivers of school buses having a seating capacity of ten or more passengers. Under these regulations, on and after September 1, 1961, the drivers of school vehicles of this type were required to be 21 years of age or over; to hold a chauffeur's licence; and to pass a special driving examination, at which time his driver's licence would be endorsed with the proper authority. A school bus driver is also required to submit a health certificate with his application.

Of the 5,192 applicants for school bus drivers' licences 879 failed to pass at the first attempt. In addition, 18 applicants were rejected because they failed to meet physical standards. It is the Department's intention to re-examine school bus drivers as frequently as necessary to assure they are qualified to operate a school bus in safety.

### **Driver Improvement**

The Demerit Point System, which was inaugurated on April 1, 1959, and which was designed to segregate the persistent violator in order that the Department might take corrective action before it was necessary to suspend a driver, completed its first two-year cycle on March 31, 1961.

Proof that the Demerit Point System has improved the driving habits of those drivers with a tendency to incur traffic violations, and have failed to accept their responsibilities as drivers, is evidenced by statistical information now available.

Of approximately 32,000 drivers who received clinical treatment by department staff, only 4.7 per cent failed to respond and were subsequently suspended on accumulating 12 points.

### **Driver Records**

Under the provisions of the Highway Traffic Act courts must report convictions for violations of the traffic laws to the Department. There has been a steady increase in the number of convictions registered over the last few years, and in 1961 we reached an all time high of 427,259. This represented an increase of 26,484 over the 1960 total. The trend to more general use of driver records by employers and other agencies is evident in that 9,216 more statements of operating records were furnished in 1961 over 1960 with a total of 77,785.

To keep abreast of these demands, ten mechanized file units have been installed to house the driver record index, and constitute one of the finest systems in North America. The aim is to provide more rapid service in searching records and more convenience to the public.

### **Financial Responsibility**

The purpose of the Financial Responsibility Law is to ensure, within certain limits, reimbursement of damages to motor vehicle accident victims.

For more than thirty years Ontario law has been designed to encourage drivers and owners of motor vehicles to obtain liability insurance on a voluntary basis. This has been done in two ways:

- (a) Persons convicted of minor offences involving personal injury or property damage, who would otherwise be required to file proof of financial responsibility, are exempt from this requirement if there is a liability insurance policy in effect to cover the accident.
- (b) Persons whose vehicles are insured are not required, when registering the vehicle, to pay the additional fee for the Unsatisfied Judgment Fund.

The law also provides that the driver who has demonstrated his lack of responsibility in the operation of a motor vehicle shall have his driver's licence and motor vehicle permit suspended until he is able to prove his ability to pay for damages which he may cause in the future.

### **The Unsatisfied Judgment Fund**

The Unsatisfied Judgment Fund has been in operation in Ontario since 1947, during which time more than 8,000 judgments have been paid out to some 12,000 innocent victims of motor vehicle accidents. When payment from the Fund is made, the driver's licence and owner's permit and plates of the judgment debtor are immediately suspended.

The regulations governing re-instatement of judgment debtors was amended last year to allow all proposals for repayment to be considered on their merits, regardless of the amount proposed. This has led to a large and continued increase in the number of persons applying for the return of their driving privileges.

### **Vehicle Inspection**

The ever increasing growth of the trucking industry in Ontario results in a proportionate enlargement of the Vehicle Inspection duties of the Department. Basically these duties deal with the licencing of vehicles and the administration and enforcement of the laws governing the movement of the vehicles used in the transportation of goods and people for compensation.

One result of the activities of the inspectors in the field is seen in the growing number of applications for "Operating Licences" dealt with by the Ontario Highway Transport Board.

The 31 permanent weigh-stations in Southern Ontario, are manned by Department inspectors. These scales are located on the main arteries used by commercial transport and afford an excellent means of ensuring that vehicles are moving in compliance with the authority granted under their licences.





Using a set of portable scales, department inspectors check the gross weight of a dump truck on the highway shoulder.

During 1961, 4 new weigh scales were opened. These new scales are located on #10 Highway north of Victoria, on Highway 401 east of the Halton/Peel County Line, and on Highway 7 at Glen Tay.

A number of portable scales are used where no permanent scales are located.

All garages are inspected frequently throughout the year. The purpose of these inspections is to assure they are properly licensed and are keeping the records required of them.

As a service to motorists the Department operates the Vehicle Inspection Lanes at Falstaff Avenue and Keele Street in Toronto. Any motorist may submit his vehicle to a safety check, free of charge, which includes wheel alignment, front end, lights, brakes and other mechanical components, with a total of 38 critical points of inspection. The entire examination takes about ten minutes. The program was started as a pilot operation to promote safety and to ascertain the average condition of motor vehicles. These lanes also assist enforcement agencies in their continual check on unroadworthy vehicles.



A school bus driver goes through the special driving examination while a department examiner checks his score sheet.



The vehicle inspection lanes at Falstaff Avenue and Keele Street in Toronto, where some 200 vehicles a day are given a 38 point inspection.



## **Traffic Engineering**

Through Traffic Engineering the Department is attempting to achieve improved traffic management throughout Ontario Municipalities.

Two avenues of approach are used. Firstly, technical assistance is provided through studies, with reports to municipal councils, of specific problems in traffic operations. This service is provided upon request, to those municipalities who do not require full-time specialists in traffic engineering. Secondly, through careful scrutiny of municipal by-laws, submitted for Departmental approval, the uniformity of local traffic regulations are maintained. Uniform traffic regulations throughout the Province are essential to the achievement of road safety.

Traffic operational problems are seldom insular. The apparent solution to problems in one area frequently leads to unexpected problems in others.

In addition to the services provided to the municipalities, the Department's Traffic Engineers are also actively concerned with the evaluation of new methods of traffic control.

## **Highway Safety**

The Department continued its activities in the field of Highway Safety, producing four major public education programs and a number of special emphasis campaigns throughout the year.

In January, the third annual Provincial Safety Conference—Road Safety Workshops, 1961—was held in Toronto. These Workshops were held for the purpose of bringing together the leaders of business and industry, the press, radio and television, the clergy, labour leaders, civic leaders and members of other safety organizations from across the province. To further improve the cause of highway safety.

The Department installed highway safety exhibits at the Canadian National Exhibition, the Central Canada Exhibition and the Western Ontario Fair. In addition, smaller displays were placed at various other locations.

This year, the Department's new Mobile Traffic Safety Centre had its first showing. It was used at Fall Fairs across the province throughout the balance of the season. The trailer consists of a specially constructed all-aluminum 38 feet body with a drop side to provide a covered stage. The 1961 display was based on the theme—"the Safe Driver"—"The Safe Vehicle"—and "The Safe Road".

The four major public education programs were:

**Check Your Car—Check Accidents**—a campaign to urge drivers to have their cars completely safety checked before undertaking summer driving. The campaign was also used to publicize the Department's Vehicle Safety Check Lanes at Downsview and resulted in a considerable increase in the number of vehicles going through the check lanes at that time.

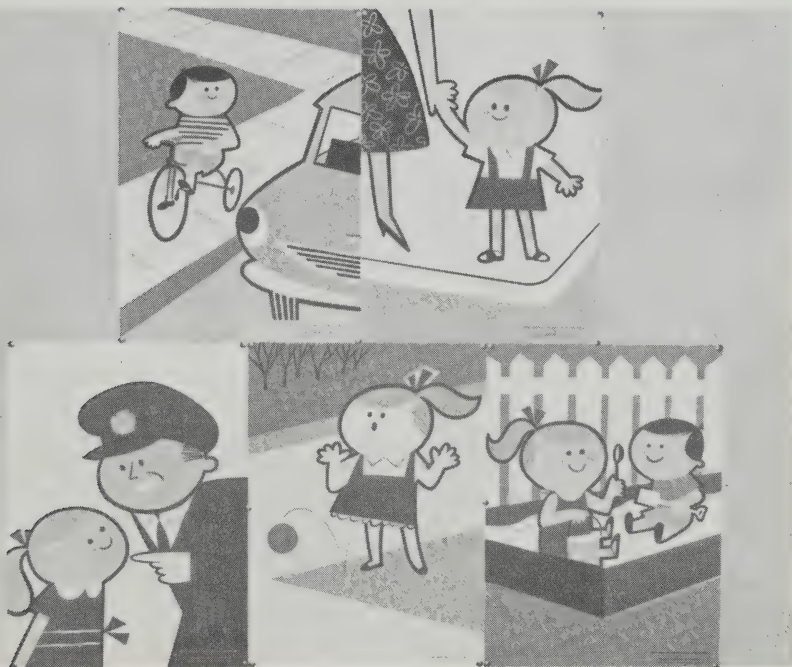
**Summer Safe Driving Campaign**—Using billboards, radio, television and newspapers stressed the need for safe driving during the vacation months.

**Child Traffic Safety**—For this campaign a special kit of safety material was prepared for school teachers and was sent to all elementary schools in Ontario. The various oil companies were approached for their support and they exhibited posters for the campaign in service stations, garages and company dealerships.

**Winter Safe Driving Campaign**—This campaign was launched on December 1st, using the theme “Be Winter Wise—Winterize Your Driving, too”. An appeal was made to industry for their support, which was well received, and excellent assistance was given to this campaign.

One special major campaign was launched in June—the School Closing Campaign—in which a special safety game was devised and samples sent to every elementary school in Ontario. The purpose of the game was to remind the children of the need for remembering the safety rules during the long vacation.

Support was given by the Department, particularly, through women’s organizations, to a seat belt campaign which has been sponsored by the Canadian Highway Safety Council. Background material has been supplied to these organizations to assist them in promoting campaigns in their own areas.



Part of the nursery schools and kindergartens traffic safety program material. These posters are vividly coloured in Dayglo inks.

The Traffic Safety Program for Nursery Schools and Kindergartens, which was launched at the end of 1960, was continued in 1961. It has met a real need among teachers for the pre-school child. Wide use of this course was made by kindergartens, nursery schools, schools for retarded children, public health nurses, television stations, Sunday Schools, paediatric wards in children’s hospitals and day care nurseries.



One of the many 24-sheet posters used during the Department's "Check Your Car — Check Accidents" campaign in the Spring.

**Safety Promotion**—Accident Prevention Organizers' stationed in Northern, Western, Central and Eastern Ontario, worked with local authorities, school boards, police, service clubs and other organizations. Their purpose was to encourage the formation of local safety councils, the organization of school safety patrols, and the acceptance of driver instruction courses in the secondary schools. They also advise established safety councils, and assist schools in safety teaching by means of talks and film shows to the students. They co-operate with local newspapers, radio and television stations in the dissemination of safety information to the general public.

Over 80 safety councils are now in existence in Ontario, 11 new councils were started during 1961. School safety patrols are now operating in over 900 schools, both urban and rural. This means that approximately 20,000 school patrol members are actively engaged in the task of ensuring the safety of their fellow students. 24 new patrols have been trained by our organizers during the year.

Talks were given to school boards, service clubs, home and school and parent/teacher associations and many other local bodies on different aspects of safety. The showing of safety films is included in many of these talks. The Department maintains a small library of films for this purpose and they are in almost continuous use.



## Driver Instruction in Secondary Schools

Department personnel worked on the promotion of driver instruction courses in secondary schools. A number of new schools are considering including this course as an extra curricular subject in their program next year and 8 additional schools commenced driver instruction courses during 1961. At the present time over 50 secondary schools are offering driver instruction as an extra curricular course to their students.



The Department of Transport's new mobile traffic safety centre. Platform on side folds up and canopy folds down so that trailer can be moved easily from one provincial exhibition to another.

## Research

The research staff continued studies in many aspects of the Department's activities.

The staff maintains close liaison with other research groups and a collection of many studies applicable to problems of the Department have been obtained and summarized. These are made available to the Department for planning future activities.

On behalf of a committee of the Canadian Conference of Motor Transport Authorities, the Department continued the preparation of a uniform method of classifying motor vehicles and trailers in Canada. In the interest of international uniformity, contact was established and information exchanged — with American authorities engaged on similar projects.

On the basis of a sample taken towards the end of 1960, mail questionnaires were sent out at the beginning of the year to some 1,600 Ontario licensed drivers. The purpose was to obtain additional information on the composition of the driver population, as well as on motor vehicle ownership and use. Analysis of the replies yielded data not hitherto available, which will aid the investigation of accident causes and prevention methods,

and contribute to the success of the Department's motor vehicle taxation study.

A prototype of a fuel meter, designed to measure accurately the volume of diesel fuel in truck supply tanks, was successfully tested. The Department is now awaiting delivery of a limited number of production models, which will be given full-scale trials at the permanent weigh stations.

Inspectors examine all school buses in the province for mechanical fitness, at least twice annually. In view of the recent regulations the inspections are more exacting. The examinations are made throughout the year and are in addition to the certificates of mechanical fitness which are also required to be filed twice annually.

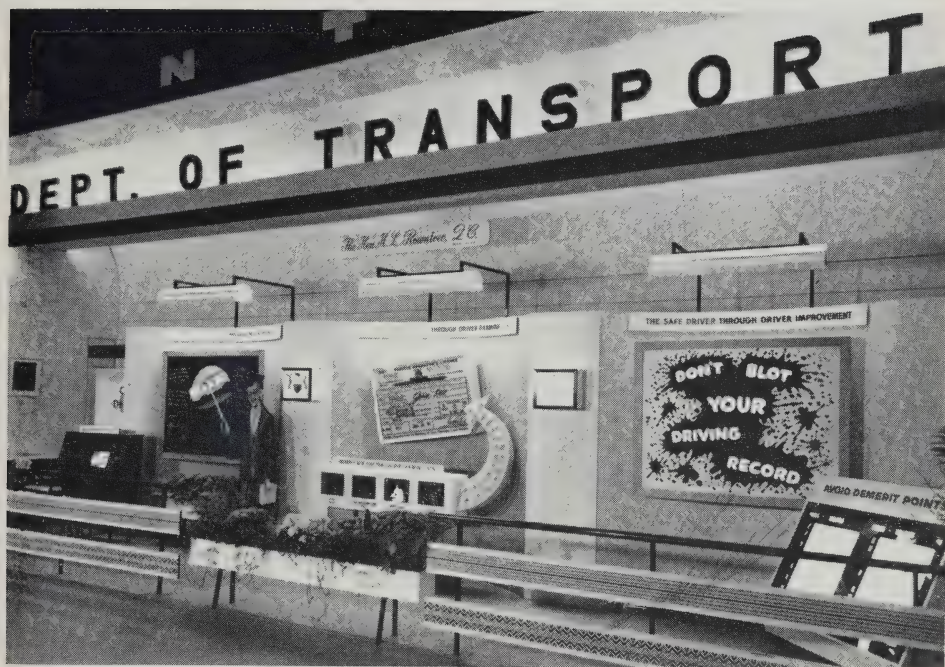
The examination entails the inspection of safety equipment which includes brakes, exterior and interior lighting, mirrors, heater and defroster, windshield wipers, tires, body construction, emergency exits and pushout windows, fire extinguishers, axe or claw bar and the various signs which are required under the regulations. In addition the chauffeur's licence of the school bus driver is inspected to ensure that he is the holder of a proper licence and qualified to operate the vehicle. The inspectors make it a point to observe, in their general patrol duties, the operation of school buses to ensure observance of safety regulations.

### **Emergency Measures Organization**

During the year 1961 the Ontario Department of Transport continued to be represented on the interdepartmental committee making up the Emergency Measures Organization of Ontario.

Officials of the Department attended the two National Emergency Measures Exercises at Camp Borden, Ontario. A plan for the continuity of government was prepared and submitted to EMO-Ontario.

Several meetings were held with the leaders of the trucking and transit organizations in order to utilize these agencies to their fullest extent in the event of an emergency.



Department of Transport Exhibit at the Canadian National Exhibition 1961





---

## APPENDIX TABLES

---



# DEPARTMENT OF TRANSPORT

TABLE 1: LICENCES AND PERMITS ISSUED, 1957-1961\*

CLASS OF LICENCE OR PERMIT:	1957	1958	1959	1960	1961**
<b>Drivers' Licences:</b>					
Operators .....	1,299,467	1,357,647	1,419,201	1,473,685	1,511,415
Chauffeurs .....	789,084	818,770	851,045	881,882	902,274
Total: .....	2,088,551	2,176,417	2,270,246	2,355,567	2,413,689
<b>Other Documents:</b>					
Instruction Permits .....	426,834	414,300	428,301	424,977	330,085
Transfers .....	468,386	426,051	451,534	458,008	456,222
Transfers (dealers) .....	341,191	351,495	373,229	372,412	377,290
"In Transit" permits .....	14,522	14,384	19,448	17,212	28,490
Manufacturers' and dealers' permits .....	2,741	2,755	2,958	3,065	2,995
Motorcycle dealers' permits .....	9	11	13	20	16

\* Excluding motor vehicle and trailer permits, shown in Table 2.

\*\* Includes estimate for period January 1 to March 15, 1962.

TABLE 2: MOTOR VEHICLE REGISTRATIONS, 1903-1961

LICENCE YEAR*	PASSENGER	TRUCK AND TRACTOR	BUS	DUAL PURPOSE	MOTOR-CYCLE	TOTAL MOTOR VEHICLE	TRAILER
1903	178	.....	Included with truck and tractor	.....	.....	178	.....
1904	535	.....		.....	.....	535	.....
1905	553	.....		.....	.....	553	.....
1906	1,176	.....		.....	.....	1,176	.....
1907	1,530	.....		.....	.....	1,530	.....
1908	1,754	.....		.....	.....	1,754	.....
1909	2,452	.....		.....	.....	2,452	.....
1910	4,230	.....		.....	.....	4,230	.....
1911	11,339	.....		.....	.....	11,339	.....
1912	16,268	.....		.....	1,754	18,022	.....
1913	23,700	.....		.....	2,900	26,600	.....
1914	31,724	.....		.....	3,633	35,357	.....
1915	42,346	.....		.....	4,174	46,520	.....
1916	51,589	2,786		.....	4,287	58,662	.....
1917	78,861	4,929		.....	5,180	88,970	.....
1918	101,599	7,529		.....	5,002	114,130	.....
1919	127,860	11,428		.....	5,516	144,804	.....
1920	155,861	16,204		.....	5,496	177,561	.....
1921	181,978	19,554		.....	4,989	206,521	327
1922	210,333	24,164		.....	4,799	239,296	463
1923	245,815	28,612		.....	4,325	278,752	591
1924	271,341	31,488		.....	3,941	306,770	778
1925	303,736	34,690		.....	3,748	342,174	1,058
1926	343,992	39,012		.....	3,345	386,349	1,398
1927	386,903	43,442		.....	3,159	433,504	1,962
1928	429,426	54,714		.....	3,197	487,337	3,281
1929	473,222	55,218		8,226	3,541	540,207	4,903
1930	490,906	61,690		5,986	3,924	562,506	7,111
1931	489,713	64,256		4,177	4,070	562,216	9,996
1932	462,923	61,347		3,239	4,088	531,597	12,998

TABLE 2: CONTINUED

LICENCE YEAR*	PASSENGER	TRUCK AND TRACTOR	BUS	DUAL PURPOSE	MOTOR- CYCLE	TOTAL MOTOR VEHICLE	TRAILER
1933	453,314	59,129	631	2,909	4,370	520,353	16,311
1934	470,617	63,771	665	2,724	4,468	542,245	19,871
1935	489,610	66,886	704	2,370	4,506	564,076	24,232
1936	514,211	69,924	769	†	4,553	589,457	27,930
1937	541,802	74,867	820	1,847	4,582	623,918	31,771
1938	580,364	80,758	884	1,876	5,206	669,088	39,059
1939	593,693	81,246	960	1,893	5,099	682,891	41,586
1940	610,576	84,980	1,058	1,855	5,403	703,872	44,650
1941	636,624	93,754	1,268	1,654	5,894	739,194	48,739
1942	611,897	94,318	1,518	1,543	6,104	715,380	48,795
1943	586,036	96,103	1,614	1,447	6,415	691,615	48,426
1944	568,223	97,869	1,743	1,321	5,901	675,057	48,900
1945	555,461	98,339	1,895	1,279	5,745	662,719	53,004
1946	585,604	115,002	2,215	1,303	6,982	711,106	61,114
1947	645,252	137,990	2,940	1,294	9,471	796,947	65,714
1948	698,384	159,388	3,201	1,199	11,086	873,253	69,425
1949	771,709	180,143	3,455	1,035	13,027	969,369	71,521
1950	881,143	199,188	3,612	6,428‡	13,709	1,104,080	72,519
1951	958,082	221,310	3,961	8,275	13,470	1,205,098	73,495
1952	1,024,816	239,675	3,916	9,939	13,407	1,291,753	74,937
1953	1,117,175	258,075	3,848	13,707	13,314	1,406,119	80,673
1954	1,187,725	268,269	3,972	17,560	12,454	1,489,980	86,839
1955	1,292,133	283,837	4,105	25,457	12,321	1,617,853	93,829
1956	1,365,874	293,049	4,280	35,385	11,652	1,710,240	100,472
1957	1,431,438	299,990	4,578	45,971	11,522	1,793,499	109,150
1958	1,492,039	303,473	4,844	58,418	10,148	1,868,922	119,917
1959	1,573,365	311,074	5,198	74,014	10,086	1,973,737	132,743
1960	1,640,346	314,291	5,899	92,587	9,361	2,062,484	136,514
1961§	1,685,061	316,660	6,202	108,230	8,941	2,125,094	144,189

\* Licence plates bearing the number of a particular year are issued from January 1 of that year for a period of approximately 14½ months. However, the number issued after December 31 is relatively very small.

† Included with passenger cars.

‡ Beginning in 1950, station wagons and similar vehicles included in dual purpose.

§ Includes estimate for period January 1 to March 15, 1962.

TABLE 3: PROPORTIONATE INCREASES OF (1) MEDIUM AND HEAVY COMMERCIAL VEHICLES (2) ALL COMMERCIAL VEHICLES, 1945-1960

LICENCE YEAR	MEDIUM AND HEAVY COMMERCIAL*	INDEX No. (1950=100)	ALL COMMERCIAL**	INDEX No. (1950=100)
1945	2,081	18	153,238	56
1946	3,139	27	178,331	65
1947	4,787	42	206,644	75
1948	6,381	56	232,014	84
1949	8,199	72	255,119	93
1950	11,424	100	275,319	100
1951	15,082	132	298,766	109
1952	18,594	163	318,528	116
1953	22,761	199	342,596	124
1954	26,094	228	359,080	130
1955	31,945	280	381,771	139
1956	37,877	332	397,801	144
1957	41,780	366	413,718	150
1958	44,651	391	428,234	156
1959	50,533	442	449,015	163
1960	54,218	475	456,704	166

\* Trucks, tractors, trailers and buses with a registered gross weight of more than 10 tons.

\*\* All trucks, tractors, trailers and buses.

TABLE 4: PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY COUNTIES AND DISTRICTS 1959 and 1960

COUNTY OR DISTRICT	PASSENGER		COMMERCIAL		DUAL PURPOSE		TOTAL	
	1959	1960	1959	1960	1959	1960	1959	1960
Algoma	21,628	27,561	5,543	6,319	1,871	2,127	29,042	36,007
Brant	21,753	22,844	4,147	4,173	808	1,094	26,708	28,111
Bruce	12,948	12,109	3,123	3,166	278	368	16,349	15,643
Carleton	81,859	87,588	11,008	11,957	4,806	5,678	97,673	103,223
Cochrane	15,619	16,541	4,964	4,823	830	1,144	21,413	22,508
Dufferin	4,447	4,439	1,375	1,366	107	155	5,929	5,960
Dundas	5,311	4,417	1,352	1,273	127	168	6,790	5,858
Durham	8,759	10,108	2,123	2,259	283	517	11,165	12,884
Elgin	19,190	19,543	4,548	4,197	614	884	24,352	24,624
Essex	64,355	67,502	11,502	11,126	2,209	3,431	78,066	82,059
Frontenac	21,361	21,937	4,097	4,141	1,088	1,322	26,546	27,400
Glenarry	5,897	4,027	1,230	1,291	91	136	7,218	5,454
Grenville	5,890	5,994	1,389	1,263	213	280	7,492	7,537
Grey	15,887	16,407	3,783	3,752	459	615	20,129	20,774
Haldimand	8,419	8,674	2,822	2,534	234	349	11,475	11,557
Haliburton	2,153	1,966	851	810	120	156	3,124	2,932
Halton	27,877	34,061	4,021	4,707	2,016	2,325	33,914	41,093
Hastings	24,897	25,855	5,684	5,339	1,248	1,563	31,829	32,757
Huron	14,951	14,513	4,029	3,796	486	597	19,466	18,906
Kenora	7,263	7,354	2,891	2,961	490	707	10,644	11,022
Kent	26,187	26,899	7,253	7,203	967	1,068	34,407	35,170
Lambton	26,918	28,307	5,231	5,482	1,029	1,405	33,178	35,194
Lanark	10,091	10,431	1,988	2,376	372	475	12,451	13,282
Leeds	12,019	12,500	2,631	2,769	608	756	15,258	16,025
Lennox & Addington	5,428	5,571	1,801	1,681	157	245	7,386	7,497
Lincoln	34,101	35,793	7,024	6,571	1,741	1,970	42,866	44,334
Manitoulin	2,014	2,013	1,071	872	77	98	3,162	2,983
Middlesex	56,141	56,679	10,364	10,569	2,777	3,771	69,282	71,019
Muskoka	6,542	5,621	2,443	1,815	343	570	9,328	8,006

TABLE 4: PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY COUNTIES AND DISTRICTS 1959 and 1960—Continued

COUNTY OR DISTRICT	PASSENGER		COMMERCIAL		DUAL PURPOSE		TOTAL	
	1959	1960	1959	1960	1959	1960	1959	1960
Nipissing	12,122	13,825	4,078	3,690	822	1,054	17,022	18,569
Norfolk	13,265	13,743	3,622	4,272	395	551	17,282	18,566
Northumberland	9,133	9,647	2,502	2,508	437	474	12,072	12,629
Ontario	30,757	36,959	6,051	6,134	1,902	2,218	38,710	43,311
Oxford	20,544	21,498	5,421	5,497	627	876	26,592	27,871
Parry Sound	5,918	7,227	2,832	2,589	362	477	9,112	10,293
Peel	30,966	33,256	4,897	6,005	2,009	2,369	37,872	41,630
Perth	15,628	16,127	3,775	3,826	559	699	19,962	20,652
Peterborough	18,741	20,096	3,690	3,688	873	1,129	23,304	24,913
Prescott	5,459	5,157	1,587	1,596	139	191	7,185	6,944
Prince Edward	5,513	5,782	1,537	1,561	207	248	7,257	7,591
Rainy River	5,178	5,410	1,862	1,608	294	393	7,334	7,411
Renfrew	18,682	20,189	4,479	4,894	706	1,176	23,867	26,259
Russell	3,727	4,008	1,270	1,285	120	168	5,117	5,461
Simcoe	32,343	35,443	7,499	7,881	1,823	2,162	41,665	45,486
Stormont	14,921	13,248	2,499	2,513	431	620	17,851	16,381
Sudbury	30,622	32,695	7,336	7,718	1,765	2,070	39,723	42,483
Thunder Bay	26,892	31,993	7,245	7,622	1,808	2,052	35,945	41,667
Temiskaming	11,736	10,291	4,082	3,206	531	633	16,349	14,130
Victoria	8,261	8,388	2,219	2,257	244	334	10,724	10,979
Waterloo	44,873	48,472	8,131	7,804	2,539	2,983	55,543	59,259
Welland	43,124	45,277	8,344	6,892	2,163	2,655	53,631	54,824
Wellington	30,458	32,583	4,662	4,822	817	1,045	35,937	38,450
Wentworth	92,835	92,467	14,245	13,963	4,335	5,412	111,415	111,842
York	470,170	487,905	81,074	84,800	21,406	26,325	572,650	599,030
Non-Residents	1,592	1,406	1,045	968	251	299	2,888	2,673
TOTAL	1,573,365	1,640,346	316,272	320,190	74,014	92,587	1,963,651	2,053,123



TABLE 5: PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY CITIES, 1959-1960

CITY	PASSENGER		COMMERCIAL		DUAL PURPOSE		TOTAL	
	1959	1960	1959	1960	1959	1960	1959	1960
Barrie.....	6,356	6,811	905	1,010	415	510	7,676	8,331
Belleville.....	7,546	8,246	1,074	1,282	523	599	9,143	10,127
Brantford.....	14,992	15,903	2,223	2,240	560	794	17,775	18,937
Brockville.....	4,920	4,950	607	633	222	328	5,749	5,911
Chatnam.....	8,313	8,585	1,735	1,891	319	455	10,367	10,931
Cornwall.....	9,539	9,389	1,503	1,457	320	477	11,362	11,323
Fort William.....	10,860	10,946	1,864	1,971	496	503	13,220	13,420
Galt.....	7,095	7,614	837	904	284	398	8,216	8,916
Guelph.....	10,291	10,904	1,446	1,435	432	640	12,219	12,979
Hamilton.....	68,128	69,633	10,064	9,763	2,173	3,427	80,365	82,823
Kingston.....	13,901	14,872	1,975	2,163	721	909	16,597	17,944
Kitchener.....	19,525	20,471	2,967	2,970	971	1,308	23,463	24,749
London.....	40,887	39,818	6,434	5,786	1,285	2,648	48,606	48,252
Niagara Falls.....	14,348	14,864	2,059	1,905	549	859	16,956	17,628
North Bay.....	8,254	8,795	1,658	1,617	494	650	10,406	11,062
Oshawa.....	16,741	17,887	2,290	2,294	765	1,014	19,796	21,195
Ottawa.....	62,443	72,308	8,251	9,100	3,297	4,291	73,991	85,699
Owen Sound.....	4,826	4,911	854	747	178	225	5,858	5,883
Peterborough.....	12,969	13,638	1,487	1,762	615	803	15,071	16,203
Port Arthur.....	11,154	11,446	2,327	2,245	583	792	14,064	14,483
St. Catharines.....	20,092	21,112	2,919	2,500	815	1,070	23,826	24,682
St. Thomas.....	8,508	8,602	941	879	315	496	9,764	9,977
Sarnia.....	15,218	16,026	1,894	1,889	647	919	17,759	18,834
Sault Ste. Marie.....	12,735	14,341	2,541	2,875	773	1,108	16,049	18,324
Stratford.....	5,833	5,795	740	731	248	309	6,835	6,835
Sudbury.....	14,923	16,888	2,886	3,177	695	1,059	18,504	21,124
Timmins.....	5,331	5,648	1,446	1,421	291	420	7,068	7,489
Toronto (Greater).....	430,866	448,398	85,447	78,326	14,954	20,496	531,267	547,220
Waterloo.....	5,506	5,438	540	595	243	319	6,352	6,352
Welland.....	8,863	9,472	1,145	1,112	340	468	10,348	11,052
Windsor (Greater).....	37,133	41,327	5,718	5,390	1,204	1,897	44,055	48,614
Woodstock.....	5,761	6,013	1,005	1,028	220	315	6,986	7,356
TOTAL.....	923,857	971,051	159,782	153,098	35,997	50,506	1,119,636	1,174,655



**TABLE 6: GARAGE LICENCES ISSUED, 1958-1961**

CLASS OF LICENCE	1958	1959	1960	1961
A	8,352	9,268	9,117	9,299
B	3,913	4,457	4,785	4,989
C	788	911	907	949
TOTAL:.....	13,053	14,636	14,809	15,237

**EXPLANATION:**

Class A: Licence to store motor vehicles, deal in motor vehicles and conduct a garage business, parking station, parking lot or used car lot.

Class B: Licence to service and repair motor vehicles.

Class C: Licence to buy and wreck motor vehicles.

**TABLE 7: PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS BEGINNING APRIL 1, 1956 - 1961**

CLASS OF LICENCE	1956	1957	1958	1959	1960	1961*
A	206	203	201	184	183	188
B	35	32	32	30	30	28
C	545	505	476	438	430	424
D	503	581	670	742	817	884
E	715	679	699	669	667	650
F	5,091	4,751	4,962	5,457	5,001	5,002
FS	364	354	342	337	337	339
H	140	144	151	149	158	160
K	114	126	126	134	145	143
L	44	49	51	55	61	62
X	378	548	600	675	699	469
X only	—	—	—	—	—	† 284
TOTAL:.....	8,135	7,972	8,310	8,870	8,528	8,633

\* 9 months actual plus 3 months estimated.

† Holders of these 'X' licences also hold other classes of licence.

**TABLE 8: PUBLIC COMMERCIAL VEHICLES LICENSED, LICENCE YEARS BEGINNING APRIL 1, 1956 - 1961**

CLASS OF LICENCE	1956	1957	1958	1959	1960	1961*
A	9,328	9,844	9,812	11,143	11,599	11,992
B	96	96	117	132	104	108
C	2,659	2,922	3,256	3,726	3,851	3,725
D	3,206	4,089	4,417	4,789	5,065	5,415
E	1,011	1,036	1,064	1,085	1,088	1,129
F	7,780	8,008	8,332	8,778	9,051	9,246
FS	716	698	712	659	724	732
H	850	885	939	958	1,061	1,107
K	287	320	342	375	406	415
X only	1,283	1,790	2,511	3,153	3,497	3,866
TOTAL:.....	27,216	29,688	31,502	34,798	36,446	37,735

\* 9 months actual plus 3 months estimated.

**TABLE 9: RATIO OF PUBLIC COMMERCIAL VEHICLES TO  
OPERATING LICENCES\*—LICENCE YEARS BEGINNING  
APRIL 1, 1953 - 1961**

LICENCE YEAR	CLASS OF LICENCE									
	A	B	C	D	E	F	FS	H	K	ALL CLASSES*
1953	31.84	1.92	3.70	5.44	1.36	1.52	1.61	4.83	2.32	3.30
1954	35.60	1.95	4.08	5.26	1.37	1.45	1.63	5.02	2.48	3.14
1955	39.65	2.11	4.51	5.40	1.42	1.52	1.82	5.41	2.52	3.19
1956	45.28	2.74	4.88	6.37	1.41	1.53	1.97	6.07	2.52	3.36
1957	48.49	3.00	5.79	7.04	1.53	1.69	1.97	6.15	2.54	3.78
1958	48.82	3.66	6.84	6.59	1.52	1.68	2.08	6.22	2.71	3.79
1959	60.56	4.40	8.51	6.45	1.62	1.61	1.96	6.43	2.80	3.89
1960	63.38	3.47	8.96	6.20	1.63	1.81	2.15	6.72	2.80	4.24
1961**	63.79	3.86	8.79	6.13	1.74	1.85	2.16	6.92	2.90	4.33

\* Excluding Classes L and X.

\*\* Estimated.

**TABLE 10: PUBLIC VEHICLE OPERATING LICENCES IN EFFECT,  
LICENCE YEARS BEGINNING APRIL 1, 1959 - 1961**

CLASS OF LICENCE	1956	1957	1958	1959	1960	1961*
Public Vehicle .....	235	227	234	216	235	235
Extra-Provincial (Class X) .....	—	36	108	135	147	151
School Vehicle .....	1,874	1,758	1,897	1,937	2,144	2,366
TOTAL .....	2,109	2,021	2,239	2,288	2,526	2,752

\* 9 months actual plus 3 months estimated.

**TABLE 11: PUBLIC VEHICLES LICENSED, LICENCE YEARS  
BEGINNING APRIL 1, 1956 - 1961**

CLASS OF LICENCE	1956	1957	1958	1959	1960	1961*
Public Vehicle .....	2,705	2,677	2,806	2,807	2,787	2,936
Extra-Provincial (Class X) .....	—	11	19	16	18	16
School Vehicle .....	2,034	2,212	2,380	2,719	2,988	3,316
TOTAL .....	4,739	4,900	5,205	5,542	5,793	6,268

\* 9 months actual plus 3 months estimated.

**TABLE 12: SPECIAL PERMITS ISSUED, 1958-1961**

Class of Permit .....	1958	1959	1960	1961
S. (Single trip) .....	5,700	7,251	8,300	10,060
S.T. (Short term) .....	500	600	740	930
L.T. (Long term) .....	5,000	6,200	7,120	9,269
TOTAL	11,200	14,051	16,160	20,259

Explanation: Special Permits are issued pursuant to Section 53(1) of the Highway Traffic Act for the moving of heavy vehicles, loads, objects or structures in excess of the limits prescribed in Sections 52 or 58 of the Act.

**TABLE 13: RESULTS OF PROSECUTIONS BY THE VEHICLE INSPECTION BRANCH, JANUARY 1 — DECEMBER 31, 1960 AND 1961**

STATUTORY AUTHORITY	SECTION OF ACT	DISMISSALS		CONVICTIONS		TOTAL	
		1960	1961	1960	1961	1960	1961
Public Commercial Vehicles Act	Sec. 2-1(a) : no operating licence	18	17	172	231	190	248
	Sec. 2-1(b) : operat- ing in contravention	21	27	183	244	204	271
	Sec. 2-3: no vehicle licence	22	34	437	437	459	471
	Other infractions	2	6	20	39	22	45
Motor Vehicle Transport Act (Canada)	Sec. 3-1: no operating licence and operating in contravention	20	6	175	144	195	150
Highway Traffic Act	Sec. 54-1: excess gross weight	104	83	4,888	4,585	4,992	4,668
	Other infractions	49	49	1,508	1,562	1,557	1,611
Public Vehicles Act		.....	.....	.....	1	.....	1
Motor Vehicle Fuel Tax Act		2	1	16	23	18	24
TOTAL.....		238	223	7,399	7,266	7,637	7,489

**TABLE 14: DRIVER EXAMINATIONS CONDUCTED BY DEPARTMENT, 1961  
RESULTS OF FIRST ATTEMPTS ONLY**

TOTAL		PASSED		FAILED	
No.	%	No.	%	No.	%
153,355*	100.0	98,022	63.9	55,333	36.1

\* This total does not include 8,598 tests conducted prior to April, 1961, by fee examiners.

**TABLE 15: DRIVER RE-EXAMINATIONS CONDUCTED ON APPLICATIONS  
FOR AUTHORITY TO DRIVE A SCHOOL BUS,  
RESULTS OF FIRST ATTEMPTS ONLY, 1961**

TOTAL		PASSED		FAILED	
No.	%	No.	%	No.	%
5,192	100.0	4,313	83.1	879	16.9

**TABLE 16: FAILURES FOLLOWING DRIVER EXAMINATIONS CONDUCTED BY  
DEPARTMENT, 1961—ANALYSIS OF FIRST ATTEMPTS ONLY**

TOTAL		TYPE OF FAILURE					
		INSIDE TEST ONLY		ROAD TEST ONLY		BOTH TESTS	
		No.	%	No.	%	No.	%
55,333	100.0	4,967	9.0	40,138	72.5	10,228	18.5

**TABLE 17: FAILURES FOLLOWING DRIVER RE-EXAMINATIONS CONDUCTED  
ON APPLICATIONS FOR AUTHORITY TO DRIVE SCHOOL BUS  
ANALYSIS OF FIRST ATTEMPTS ONLY, 1961**

TOTAL		TYPE OF FAILURE					
		INSIDE TEST ONLY		ROAD TEST ONLY		BOTH TESTS	
		No.	%	No.	%	No.	%
879*	100.0	30	3.4	781	88.9	68	7.7

\* Does not include 18 applicants who failed to meet physical standards.

**TABLE 18: NUMBER OF PERSONS BY AGE GROUP,  
WHO FILED PROOF OF LIABILITY INSURANCE COVERAGE  
PURSUANT TO SECTION 112, HIGHWAY TRAFFIC ACT, 1961**

AGE	NUMBER REQUIRED TO FILE	INSURANCE FILED	
		No.	%
Under 21 .....	4,566	2,622	57.4
21-24 .....	2,272	1,406	61.9
25-39 .....	7,175	5,293	73.8
40-54 .....	3,545	2,951	83.2
55-64 .....	1,480	1,292	87.3
65 & over .....	810	683	84.3
Unknown .....	2,568	1,818	70.8
TOTAL .....	22,416	16,065	71.7

**TABLE 19: FINANCIAL RESPONSIBILITY SUSPENSIONS LIFTED  
BY REASON OF REINSTATEMENT, 1961**

OFFENCE	F.R. FILED*	EXPIRED† OR CANCELLED‡	TOTAL
Speeding .....	27	87	114
No driver's licence .....	103	1,448	1,551
Improper lights .....	10	26	36
Defective brakes .....	72	165	237
Improper turning, passing, etc. ....	1,411	1,787	3,198
Failure to report accident .....	152	335	487
Careless driving .....	1,748	4,405	6,153
Reckless driving .....	1	2,379	2,380
Leaving scene of accident .....	822	1,236	2,058
Impaired driving .....	5,501	7,776	13,277
Drunk driving .....	371	2,604	2,975
Theft of motor vehicle .....	2	522	524
Criminal negligence .....	43	198	241
Motor manslaughter .....	0	12	12
Other offences .....	69	290	359
Failure to satisfy judgment .....	1,071	603	1,674
Cancellation of proof of financial responsibility .....	1,847	3,354	5,201
TOTAL .....	13,250	27,227	40,477

\* Including suspensions applied prior to 1961.

† Suspensions which had been in effect for at least two years. Proof of financial responsibility no longer required.

‡ Suspensions cancelled for various reasons, e.g., convictions quashed on appeal or inaccurately reported.

**TABLE 20: TYPE OF FINANCIAL RESPONSIBILITY FILED, 1961**

TYPE	NUMBER
Vehicle policy insurance certificate .....	10,570
Driver's policy insurance certificate .....	2,653
Fleet insurance certificate .....	23
P.C.V. or P.V. insurance certificate .....	4
Surety bonds .....	—
Money or securities .....	—
TOTAL .....	13,250



# Service Division

## TABLE 21: CONVICTIONS AND COMMITTALS FOR TRIAL UNDER THE HIGHWAY TRAFFIC ACT, 1960-1961

SECTION OF ACT	OFFENCE	1960	1961
6	Failure to register a motor vehicle .....	521	481
7-1, 25-3, Reg. 23	Obtain license fraudulently .....	406	217
7-2	Failure to notify change of address .....	3,372	3,737
8	Failure to have number plates .....	7,647	7,253
9	Failure to notify Department of change of ownership .....	2,972	3,330
10	Improper use of number plates .....	2,336	3,335
13	Failure to have operator's licence .....	10,010	10,324
14	Failure to produce operator's licence .....	6,396	7,262
16	Failure to have chauffeur's licence .....	360	614
17	Failure to produce chauffeur's licence .....	167	458
18	Operation of motor vehicle by person under 16 .....	112	158
25-2	Unlawful possession of permit .....	180	126
26	Driving while permit or licence suspended .....	7	6
31, 32	No garage licence .....	38	90
33	Improper lights .....	12,475	12,560
35	Defective brakes .....	7,817	8,214
37	Faulty equipment (mirror, windshield etc)....	1,592	1,219
42	Unnecessary noise .....	12,569	13,240
48, 49	Unsafe vehicle .....	801	745
51	No name of owner on commercial vehicle ....	3,410	3,870
52	Overweight re tires .....	388	409
54	Load in excess of permit issued .....	11,742	10,998
56	Overhanging load .....	1,076	929
58	Excessive width or length of vehicle .....	1,712	1,062
59	Speeding (a) 31 m.p.h. or more over limit .....	2,109	1,876
	(b) 11 m.p.h. up to 30 m.p.h. ....		
	over limit .....	74,356	73,576
	(c) up to 10 m.p.h. over limit .....	107,355	129,253
60	Careless driving .....	10,876	10,153
62	Unnecessarily slow driving .....	90	115
63, 66, 67, 79 (1)	Failure to yield right of way .....	1,925	2,133
68-1	Improper right turn .....	1,626	1,756
68(2) (3) (4) (5) (6)	Improper left turn .....	4,992	5,520
69-1	Failure to signal for turn .....	1,927	1,592
64, 70 (4) (5) (6-8)	Failure to obey stop sign or signal light .....	66,347	65,184
71(4) (6) (7) 73(1) (2)	Improper passing .....	2,916	3,518
71 (1) (2) (3)	Failure to share the road .....	1,663	1,617
72	Driving to the left of centre of highway ....	2,783	2,822
75	Wrong way on one way street .....	4,818	5,578
76, 77	Improper driving where highway divided into lanes .....	1,402	2,085
78 (1) (2) 79 (2)	Following too closely .....	3,092	2,813
84	Improper opening of vehicle doors .....	246	240
86, 87	Improper passing of street cars or horses ....	253	250
88	Failure to use passing beam .....	973	1,825
89 (7) (8)	Failure to have flares or warning lights ....	265	269
89	Others .....	1,345	1,100
91	Racing .....	133	108
94(4) (a) (b)	Failing to stop for school bus .....	167	315
95 (1) 98	Soliciting rides and littering highway.....	201	229
143	Failure to report an accident .....	807	824
	Pedestrian cross-walks (by-law) .....	3,144	2,616
	Other offences .....	2,307	4,473
	Total .....	386,224	412,477

**TABLE 22: CONVICTIONS AND COMMITTALS FOR TRIAL  
UNDER THE CRIMINAL CODE (CANADA), 1960 AND 1961**

SECTION OF ACT	OFFENCE	NUMBER	
		1960	1961
191	Criminal Negligence .....		5
192	Causing death by criminal negligence .....	26	26
193	Causing bodily harm by criminal negligence .....	11	15
207	Motor manslaughter .....		
221 (1)	Criminal negligence .....	121	101
221 (2)	Leaving scene of accident .....	1,655	1,595
221 (4)	Dangerous Driving .....		87
222	Driving while intoxicated .....	906	864
223	Driving while ability impaired .....	9,349	9,437
225	Driving while disqualified .....	2,484	2,652
TOTAL: .....		14,552	14,782

**TABLE 23: SUMMARY OF CONVICTIONS AND COMMITTALS  
FOR TRIAL 1957 - 1961**

STATUTE	1957	1958	1959	1960	1961
Highway Traffic Act .....	237,659	336,878	326,575	386,224	412,477
Criminal Code (Canada) .....	12,445	13,157	12,054	14,552	14,782
TOTAL .....	250,104	350,035	338,629	400,776	427,259

**TABLE 24: DRIVERS SUSPENDED PENDING FILING OF PROOF OF  
FINANCIAL RESPONSIBILITY, 1957 - 1961**

OFFENCE	1957	1958	1959	1960	1961
Speeding .....	122	136	83	51	65
No driver's licence .....	523	590	620	713	731
Improper lights .....	24	22	21	32	17
Defective brakes .....	120	131	159	159	147
Improper turning, signalling, etc. ....	1,365	1,580	2,254	3,004	2,938
Failure to report an accident .....	294	271	292	390	365
Careless driving .....	5,184	4,868	2,765	3,792	3,682
Leaving scene of accident .....	864	1,108	1,173	1,554	1,610
Driving while intoxicated .....	1,169	1,245	927	1,012	981
Driving while ability impaired .....	8,163	9,283	8,233	9,651	10,020
Theft of motor vehicle .....	57	2			
Motor manslaughter .....		1			
Criminal negligence .....	177	160	155	157	169
Other offences .....	203	108	177	156	209
Failure to satisfy a judgment .....	1,794	2,827	2,451	2,580	2,702
Cancellation of proof of F.R.* .....	3,078	3,251	2,621	2,648	3,145
TOTAL .....	23,137	25,583	21,931	25,899	26,781

\* Proof of financial responsibility filed, but cancelled before two-year period expired.

TABLE 25: UNSATISFIED JUDGMENT FUND  
STATEMENT OF PAYMENTS INTO AND OUT OF THE FUND  
JULY 1, 1947-MARCH 31, 1961

PAYMENTS IN				PAYMENTS OUT										
PERIOD	(1)	(2)	TOTAL	CLASS "A" JUDGMENTS (3)				CLASS "B" JUDGMENTS (4)				TOTAL PAID OUT (A B)	BALANCE IN FUND	
	BY FEES	BY REPAY- MENTS		No.	AMOUNT	TAXED COSTS	INTEREST	TOTAL	No.	AMOUNT	TAXED COSTS			TOTAL
	\$	\$												
July 1/47 to March 31/48					2,028.00	850.78	31.39	2,910.17	1	500.00	101.50	601.50	3,501.67	
April 1/48 to March 31/49	177,870.00	1,178.12	179,048.12	89	161,586.53	78,263.69	1,727.11	291,617.33	15	44,229.14	5,996.42	50,225.56	251,841.21	
April 1/49 to March 31/50	67,000.00	10,897.87	77,897.87	213	375,116.05	36,756.11	7,425.69	418,297.85	70	68,118.29	11,144.12	79,262.41	172,578.80	
April 1/50 to March 31/51	7,981,288.00	22,697.12	7,999,985.12	362	869,119.43	131,670.79	9,128.72	1,010,918.94	11	103,775.08	22,425.47	126,200.55	54,378.25	
April 1/51 to March 31/52	77,116.00	72,019.77	149,135.77	710	6,127,232.07	10,9217.86	7,390.62	6,244,540.55	31	110,670.85	19,214.88	129,885.73	38,492.52	
April 1/52 to March 31/53	1,023,109.50	44,618.12	1,067,727.62	402	874,822.29	221,111.21	22,666.67	1,119,560.08	11	77,312.91	16,777.10	94,090.01	1,211,527.53	
	Treasury Loan		650,000.00					Repayment of Treasury Loan				650,000.00		
April 1/53 to March 31/54	1,731,007.00	71,198.19	1,802,205.19	180	1,145,382.37	310,218.70	19,077.02	1,565,678.09	35	89,486.12	18,779.30	108,265.42	1,011,212.57	
April 1/54 to March 31/55	1,834,739.50	118,204.38	1,952,943.88	309	1,292,739.62	312,851.10	16,202.47	1,661,793.19	11	129,956.16	25,561.78	155,517.94	1,808,714.63	
April 1/55 to March 31/56	1,967,426.00	117,258.45	2,084,684.45	361	1,317,128.00	321,320.97	6,539.96	1,645,298.93	34	98,369.90	17,719.13	116,089.03	1,701,389.62	
April 1/56 to March 31/57	2,859,365.00	145,464.18	2,999,629.18	397	1,414,118.85	333,091.11	1,212.08	1,751,189.07	33	91,589.17	11,409.00	103,008.17	1,598,381.45	
April 1/57 to March 31/58	2,162,363.00	180,067.86	2,342,430.86	322	1,350,259.31	308,581.73	5,999.55	1,664,840.60	33	98,061.05	14,528.18	112,589.23	1,485,792.22	
April 1/58 to March 31/59	2,214,508.00	214,503.88	2,429,011.88	1189	2,110,233.98	513,308.10	110.31	2,623,552.39	51	161,263.73	22,666.80	183,930.53	1,301,861.69	
April 1/59 to March 31/60	1,443,400.00		1,443,400.00											
April 1/60 to March 31/61	2,166,230.00	367,235.55	2,533,465.55	913	1,900,508.81	327,259.75	69.80	2,227,838.36	10	186,901.89	29,269.60	216,171.49	1,085,690.20	
	11,663,375.00		11,663,375.00											
TOTAL	20,285,691.00	1,629,121.91	21,914,812.91	7912	13,387,415.87	3,375,761.22	139,229.43	19,881,829.42	406	1,166,290.06	218,281.67	1,384,571.73	20,530,240.68	

(1) \$1.00 fee collected annually from each person issued an operator's or chauffeur's license.

† Effective Jan. 1/58 an additional fee of \$5.00 collected upon the issuance or transfer of a motor vehicle permit unless the owner is insured under a liability policy for limits of at least \$10,000/20,000/5,000.

(2) Money collected from judgment debtors in repayment of judgments paid out of the Fund.

(3) Class "A" judgment is one recovered against a known owner and/or driver who was uncollectable and may include damage for both personal injury and property damage.

(4) Class "B" judgment is one recovered against the Registrant of Motor Vehicle for personal injuries received in hit and run accidents, where the motor vehicle causing the accident was not identified.

**TABLE 26: SUSPENSIONS OF DRIVERS' LICENCES, 1960 - 1961**

CAUSE OF SUSPENSION	1960	1961	% CHANGE
By judge or magistrate as penalty upon conviction for:			
Driving while intoxicated .....	113	208	
Impaired driving .....	924	1,945	
Careless driving .....	1,432	1,513	
Failure to remain at scene of accident .....	406	508	
Criminal negligence .....	84	89	
Other offences .....	115	187	
<b>TOTAL:</b> .....	<b>3,074</b>	<b>4,450</b>	<b>+ 44.8</b>
<b>Demerit Point System†:</b>			
Obtaining licence by misrepresentation .....	185	90	
Accumulation of 12 or more points .....	1,152	2,380	
Failure to attend an interview .....	260	310	
As a result of interview .....	76	90	
Driving under suspension* .....	—	646	
<b>TOTAL:</b> .....	<b>1,673</b>	<b>3,516</b>	<b>+ 110.2</b>
<b>Section 25 H.T.A.</b>			
Mental or physical condition .....	270	326	
Re-examination of driving ability .....	119	285	
Operating record .....	733	519	
Driving under suspension* .....	—	798	
<b>TOTAL:</b> .....	<b>1,122</b>	<b>1,928</b>	<b>+ 71.8</b>
<b>Section 20 H.T.A.</b>			
Automatic suspensions for driving while intoxicated .....	895	771	
Criminal negligence .....	45	56	
<b>TOTAL:</b> .....	<b>940</b>	<b>827</b>	<b>— 12.0</b>
<b>Section 21 H.T.A.</b>			
Automatic suspensions for driving while ability impaired .....	8,726	8,072	<b>— 7.5</b>
<b>Section 111(1) H.T.A.</b>			
Suspension until proof of financial responsibility field** .....	10,576	10,706	<b>+ 1.2</b>
<b>Section 113(1) H.T.A.</b>			
Failure to pay judgment .....	2,580	2,702	<b>+ 4.7</b>
<b>GRAND TOTAL</b> .....	<b>28,691</b>	<b>32,201</b>	<b>+ 12.2</b>

\*\* With the exception of the demerit point system and Section 25 H.T.A., all other suspensions in this table required proof of financial responsibility before reinstatement. In these cases, where the drivers concerned had motor vehicles registered in their names, the permits for these vehicles were also suspended.

\* Suspension applied for this offence previously included with suspension for "Operating Record".

† Also, see table "Addition Action Under Point System, 1961".

**TABLE 27: EFFECTIVE PERIODS OF SUSPENSION, 1957 - 1961**

PERIODS	1957	1958	1959	1960	1961
Not more than three months .....	6,012	6,654	5,667	7,802	9,192
More than three months but not more than six months .....	4,511	4,643	3,863	5,051	6,112
More than six months, but not more than one year .....	1,479	1,572	1,120	1,438	1,722
More than one year, but not more than two years .....	227	317	268	289	441
More than two years, but not more than three years .....	125	120	67	95	108
Indefinite .....	684	644	493	860	1,218
Until Judgment Paid .....	1,794	2,827	2,451	2,580	2,702
Until proof of financial responsi- bility filed .....	8,902	9,273	8,699	10,576	10,706
TOTAL .....	23,734	26,050	22,628	28,691	32,201

**TABLE 28: ADDITIONAL ACTION UNDER POINT SYSTEM, 1961**

ACTION TAKEN	1961
Advisory letters sent at 6 to 8-point level .....	26,961
Cases with additions to record after receipt of advisory letter .....	6,469 (24.0%)
Number of drivers interviewed at 9 to 11-point level .....	7,852

**TABLE 29: ABSTRACTS OF DRIVERS' RECORDS ISSUED TO VARIOUS AGENCIES\*, 1957 - 1961**

YEAR	NUMBER
1957	37,411
1958	51,911
1959	60,936
1960	68,569
1961	77,785

\* Police Departments, insurance companies and prospective employers.



TABLE 30: NATURE OF ACCIDENTS, 1945 - 1961

YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE ONLY		TOTAL	
	No.	INDEX No. (1950 =100)	No.	INDEX No. (1950 =100)	No.	INDEX No. (1950 =100)	No.	INDEX No. (1950 =100)
1945	547	81	7,085	51	5,826	20	13,458	31
1946	629	93	8,541	62	8,186	28	17,356	40
1947	664	98	9,165	66	12,464	43	22,293	51
1948	673	99	10,571	76	16,162	55	27,406	63
1949	725	107	12,126	87	21,621	74	34,472	79
1950	(678)	(100)	13,871	100	29,132	100	43,681	100
1951	824	122	15,653	113	38,443	132	54,920	126
1952	893	132	16,300	118	41,322	142	58,515	134
1953	920	136	16,639	120	48,307	166	65,866	151
1954	(897)	(132)	16,810	121	(44,802)	(154)	(62,509)	(143)
1955	971	143	17,905	129	(44,343)	(152)	63,219	145
1956	1,008	149	19,358	140	51,033	175	71,399	163
1957	1,089	161	20,433	147	54,780	188	76,302	175
1958	(965)	(142)	20,575	148	55,344	190	76,884	176
1959	1,006	148	21,502	155	59,010	203	81,518	187
1960	(987)	(146)	23,714	171	62,485	214	87,186	200
1961	1,098	162	25,643	185	(58,836)	(202)	(85,577)	(196)

NOTE: Each figure in brackets is lower than the corresponding figure for the previous year.

TABLE 31: ALL ACCIDENTS BY MONTH, 1960 AND 1961

MONTH	1960		1961		% CHANGE IN No. OF ACCIDENTS
	No.	%	No.	%	
January .....	8,069	9.2	7,086	8.3	—12.2
February .....	7,668	8.8	6,632	7.7	—13.5
March .....	6,945	8.0	6,107	7.2	—12.1
(1st Quarter) .....	(22,682)	(26.0)	(19,825)	(23.2)	(—12.6)
April .....	5,367	6.1	6,073	7.1	+13.2
May .....	6,361	7.3	6,308	7.4	+ 0.8
June .....	6,380	7.3	6,693	7.8	+ 4.9
(2nd Quarter) .....	(18,108)	(20.7)	(19,074)	(22.3)	(+ 5.3)
July .....	7,081	8.1	7,215	8.4	+ 1.9
August .....	6,849	7.9	7,330	8.6	+ 7.0
September .....	6,700	7.7	7,043	8.2	+ 5.1
(3rd Quarter) .....	(20,630)	(23.7)	(21,588)	(25.2)	(+ 4.6)
October .....	7,990	9.2	7,802	9.1	— 2.4
November .....	7,295	8.4	7,849	9.2	+ 7.6
December .....	10,481	12.0	9,439	11.0	— 9.9
(4th Quarter) .....	(25,766)	(29.6)	(25,090)	(29.3)	(— 2.6)
TOTAL .....	87,186	100.0	85,577	100.0	— 1.8

**TABLE 32: FATAL ACCIDENTS BY MONTH, 1960 AND 1961**

MONTH	1960		1961		% CHANGE IN NO. OF ACCIDENTS
	No.	%	No.	%	
January .....	50	5.1	65	5.9	+ 30.0
February .....	59	6.0	60	5.5	+ 1.7
March .....	49	5.0	66	6.0	+ 34.7
(1st Quarter) .....	(158)	(16.1)	(191)	(17.4)	(+ 20.9)
April .....	49	5.0	80	7.3	+ 63.3
May .....	78	7.9	87	7.9	+ 11.5
June .....	68	6.9	91	8.3	+ 33.8
(2nd Quarter) .....	(195)	(19.8)	(258)	(23.5)	(+ 32.3)
July .....	106	10.7	94	8.6	—11.3
August .....	108	10.9	97	8.8	—10.2
September .....	106	10.7	116	10.6	+ 9.4
(3rd Quarter) .....	(320)	(32.3)	(307)	(28.0)	(— 4.1)
October .....	113	11.5	134	12.2	+ 18.6
November .....	96	9.7	116	10.5	+ 20.8
December .....	105	10.6	92	8.4	—12.4
(4th Quarter) .....	(314)	(31.8)	(342)	(31.1)	(+ 8.9)
TOTAL	987	100.0	(1,098)	100.0	+ 11.2

**TABLE 33: ACCIDENTS BY NATURE AND MONTH OF OCCURRENCE, 1961**

MONTH	NATURE OF ACCIDENT			TOTAL
	FATAL	PERSONAL INJURY	PROPERTY DAMAGE ONLY	
January .....	65	1,616	5,405	7,086
February .....	60	1,620	4,952	6,632
March .....	66	1,664	4,377	6,107
April .....	80	1,910	4,083	6,073
May .....	87	2,107	4,114	6,308
June .....	91	2,251	4,351	6,693
July .....	94	2,464	4,657	7,215
August .....	97	2,387	4,846	7,330
September .....	116	2,304	4,623	7,043
October .....	134	2,517	5,151	7,802
November .....	116	2,350	5,383	7,849
December .....	92	2,453	6,894	9,439
TOTAL .....	1,098	25,643	58,836	85,577

**TABLE 34: ALL ACCIDENTS BY PLACE OF OCCURRENCE  
1960 AND 1961**

PLACE OF OCCURRENCE	1960		1961		% CHANGE IN NO. OF ACCIDENTS
	No.	%	No.	%	
<b>Urban</b>					
1. Metropolitan Toronto..	21,636	24.8	21,133	24.7	— 2.3
2. Cities (10,000 popula- tion and over) .....	27,867	32.0	28,801	33.6	+ 3.3
3. Other urban (1,000 to 9,999 population) .....	5,048	5.8	4,750	5.6	— 5.9
<b>TOTAL</b> .....	54,551	62.6	54,684	63.9	+ 0.2
<b>Rural</b>					
1. King's highways .....	18,625	21.4	17,536	20.5	— 5.8
2. Secondary Roads .....	894	1.0	979	1.1	+ 9.5
3. County Roads .....	6,160	7.0	5,701	6.7	— 7.5
4. Organized township roads .....	5,786	6.6	5,722	6.7	— 1.1
5. Unorganized township roads .....	244	0.3	182	0.2	—25.4
6. Local and other roads..	926	1.1	773	0.9	—16.5
<b>TOTAL</b> .....	32,635	37.4	30,893	36.1	— 5.3
<b>GRAND TOTAL</b> .....	87,186	100.0	85,577	100.0	— 1.8

**TABLE 35: FATAL ACCIDENTS BY PLACE OF OCCURRENCE  
1960 AND 1961**

PLACE OF OCCURRENCE	1960		1961		% CHANGE IN NO. OF ACCIDENTS
	No.	%	No.	%	
<b>Urban</b>					
1. Metropolitan Toronto..	118	12.0	108	9.8	— 8.5
2. Cities (10,000 popula- tion and over) .....	142	14.4	158	14.4	+11.3
3. Other urban (1,000 to 9,999 population) .....	58	5.9	38	3.5	—34.5
<b>TOTAL</b> .....	318	32.3	304	27.7	— 4.4
<b>Rural</b>					
1. King's highways .....	404	40.9	507	46.2	+25.5
2. Secondary roads .....	17	1.7	15	1.4	—11.8
3. County roads .....	136	13.8	148	13.5	+ 8.8
4. Organized township roads .....	96	9.7	114	10.4	+18.8
5. Unorganized township roads .....	4	0.4	2	0.1	—50.0
6. Local and other roads..	12	1.2	8	0.7	—33.3
<b>TOTAL</b> .....	669	67.7	794	72.3	+18.7
<b>GRAND TOTAL</b> .....	987	100.0	1,098	100.0	+11.2

**TABLE 36: ALL ACCIDENTS BY TYPE OF COLLISION, 1960 AND 1961**

TYPE OF COLLISION	1960		1961		% CHANGE IN No. OF ACCIDENTS
	No.	%	No.	%	
Collision with—					
1. Other motor vehicle	60,574	69.5	57,948	67.7	— 4.3
2. Non-collision	9,235	10.6	9,739	11.4	+ 5.5
3. Fixed object	8,303	9.5	8,827	10.3	+ 6.3
4. Pedestrian	5,400	6.2	5,541	6.5	+ 2.6
5. Bicycle	1,300	1.5	1,292	1.5	— 0.6
6. Motorcycle	444	0.5	441	0.5	— 0.7
7. Railroad train	417	0.5	350	0.4	—16.1
8. Street car	380	0.4	329	0.4	—13.4
9. Other vehicle	364	0.4	323	0.4	—11.3
10. Horse drawn vehicle	23	—	12	—	—47.8
11. Animal	601	0.7	635	0.7	+ 5.7
12. Miscellaneous	145	0.2	140	0.2	— 3.4
TOTAL	87,186	100.0	85,577	100.0	— 1.8

**TABLE 37: FATAL ACCIDENTS BY TYPE OF COLLISION, 1960 AND 1961**

TYPE OF COLLISION	1960		1961		% CHANGE IN No. OF ACCIDENTS
	No.	%	No.	%	
Collision with—					
1. Other motor vehicle	317	32.1	354	32.2	+11.7
2. Non-collision	164	16.6	228	20.8	+39.0
3. Fixed object	82	8.3	123	11.2	+50.0
4. Pedestrian	317	32.1	300	27.3	— 5.4
5. Bicycle	41	4.2	32	2.9	—22.0
6. Motorcycle	8	0.8	12	1.1	+50.0
7. Railroad train	49	5.0	42	3.8	—14.3
8. Street car	—	—	2	0.2	—
9. Other vehicle	7	0.7	4	0.4	—42.9
10. Horse drawn vehicle	—	—	—	—	—
11. Animal	1	0.1	1	0.1	—
12. Miscellaneous	1	0.1	—	—	—
TOTAL	987	100.0	1,098	100.0	+11.2

**TABLE 38: DRIVERS IN ACCIDENTS AND ALL LICENSED DRIVERS, BY AGE, 1960 AND 1961**

AGE* (YEARS)	DRIVERS IN ACCIDENTS					ALL LICENSED DRIVERS %
	1960		1961		% CHANGE IN No. OF DRIVERS	
	No.	%	No.	%		
Under 16 .....	184	0.1	198	0.2	+ 7.6	—
16—19 .....	15,670	10.5	15,247	10.5	— 2.7	7.0
20—24 .....	25,636	17.2	24,804	17.1	— 3.2	12.3
25—34 .....	42,572	28.5	40,041	27.6	— 5.9	28.4
35—44 .....	30,368	20.3	30,049	20.7	— 1.1	23.7
45—54 .....	19,078	12.8	19,195	13.2	+ 0.6	15.8
55—64 .....	9,929	6.6	9,984	6.9	+ 0.6	9.0
65 and Over .....	4,283	2.9	4,379	3.0	+ 2.2	3.8
Not Stated .....	1,695	1.1	1,136	0.8	—33.0	—
TOTAL .	149,415	100.0	145,033	100.0	— 2.9	100.0

\*Not all the age groups shown cover the same number of years.

TABLE 39: DRIVERS IN FATAL ACCIDENTS, BY AGE, 1960 AND 1961

AGE* (YEARS)	1960		1961		% CHANGE IN No. OF DRIVERS
	No.	%	No.	%	
Under 16 .....	5	0.4	6	0.4	— —
16—19 .....	127	9.2	171	11.2	+34.6
20—24 .....	261	18.9	295	19.3	+13.0
25—34 .....	364	26.4	385	25.1	+ 5.8
35—44 .....	253	18.3	273	17.8	+ 7.9
45—54 .....	200	14.5	210	13.7	+ 5.0
55—64 .....	99	7.2	117	7.6	+18.2
65 and Over .....	60	4.4	72	4.7	+20.0
Not Stated .....	10	0.7	3	0.2	— —
TOTAL .....	1,379	100.0	1,532	100.0	+11.1

\*Not all the age groups shown cover the same number of years.

TABLE 40: PERSONS KILLED OR INJURED IN ROAD ACCIDENTS, 1945-1961

YEAR	KILLED		INJURED		TOTAL	
	No.	INDEX No. (1950=100)	No.	INDEX No. (1950=100)	No.	INDEX No. (1950=100)
1945	598	76	9,804	49	10,402	50
1946	688	87	12,228	61	12,916	62
1947	734	93	13,056	65	13,790	67
1948	740	94	14,970	75	15,710	76
1949	830	105	17,469	88	18,299	88
1950	(791)	(100)	19,940	100	20,731	100
1951	949	120	22,557	113	23,506	113
1952	1,010	128	23,634	119	24,644	119
1953	1,082	137	24,353	122	25,435	123
1954	(1,045)	(132)	24,607	123	25,652	124
1955	1,111	140	26,246	132	27,357	132
1956	1,180	149	28,626	144	29,806	144
1957	1,279	162	30,414	153	31,693	153
1958	(1,112)	(141)	(30,106)	(151)	(31,218)	(151)
1959	1,187	150	31,602	158	32,789	158
1960	(1,166)	(147)	34,436	173	35,602	172
1961	1,268	160	37,146	186	38,414	185

NOTE: Each figure in brackets is lower than the corresponding figure for the previous year.

TABLE 41: PERSONS KILLED, BY CLASS AND AGE, 1961

AGE* (YEARS)	MOTOR VEHICLE DRIVER	MOTOR VEHICLE PASSENGER	PEDES- TRIAN	BICYCLIST	OTHER	TOTAL
0- 4 .....	....	15	44	....	....	59
5-14 .....	....	29	68	23	2	122
15-19 .....	51	64	16	3	2	136
20-24 .....	103	51	5	....	....	159
25-34 .....	108	62	14	2	2	188
35-44 .....	89	41	15	....	2	147
45-54 .....	77	52	27	1	3	160
55-64 .....	50	36	32	2	2	122
65 and Over....	40	43	91	1	....	175
TOTAL.....	518	393	312	32	13	1,268

\* Not all the age groups cover the same number of years.



**TABLE 42: PERSONS INJURED, BY CLASS AND AGE, 1961**

AGE* (YEARS)	MOTOR VEHICLE DRIVER	MOTOR VEHICLE PASSENGER	PEDES- TRIAN	BICYCLIST	OTHER	TOTAL
0- 4 .....	.....	900	1,051	.....	....	1,951
5-14 .....	11	1,567	2,283	1,001	14	4,876
15-19 .....	1,786	2,712	294	160	6	4,958
20-24 .....	2,811	2,272	187	16	4	5,290
25-34 .....	4,054	2,439	317	24	10	6,844
35-44 .....	2,850	1,926	321	14	10	5,121
45-54 .....	1,770	1,452	335	26	9	3,592
55-64 .....	953	913	356	22	7	2,251
65 and Over...	451	686	477	11	7	1,632
Not Stated.....	29	533	62	7	....	631
TOTAL .....	14,715	15,400	5,683	1,281	67	37,146

\* Not all the age groups cover the same number of years.

**SUMMARY OF MOTOR VEHICLE TRAFFIC ACCIDENT STATISTICS**

**TABLE 43: TRUCKS AND TRACTORS—N  
REGISTERED GROSS WEIGHT AND N**

REGISTERED GROSS WEIGHT (POUNDS)	TRUCKS				TRACTORS	
	2-AXLES		3-AXLES		2-AXLES	
	NUMBER	AVERAGE TARE WEIGHT (POUNDS)	NUMBER	AVERAGE TARE WEIGHT (POUNDS)	NUMBER	AVERAGE TARE WEIGHT (POUNDS)
0- 4,000	55,995	3,010	.....	.....	105	2,948
4,001- 5,000	109,497	3,391	.....	.....	100	4,325
5,001- 6,000	25,397	4,128	.....	.....	205	5,088
6,001- 7,000	11,100	4,811	.....	.....	95	5,811
7,001- 8,000	9,487	5,452	.....	.....	145	5,959
8,001-10,000	11,480	6,450	5	8,600	410	7,757
10,001-12,000	7,620	7,085	32	9,631	736	9,191
12,001-14,000	5,327	7,510	52	11,005	347	8,460
14,001-16,000	7,907	7,674	50	12,550	783	8,173
16,001-18,000	5,257	8,049	55	14,059	477	8,265
18,001-20,000	5,268	8,479	75	15,350	684	8,614
20,001-22,000	6,259	8,567	77	14,803	839	8,646
22,001-24,000	4,910	8,656	42	14,018	1,066	8,927
24,001-26,000	2,121	9,160	40	16,156	709	9,327
26,001-28,000	7,978	9,569	100	13,088	7,079	10,093
28,001-30,000	2	19,800	105	15,269	.....	.....
30,001-32,000	.....	.....	84	17,368	.....	.....
32,001-34,000	.....	.....	157	15,462	.....	.....
34,001-36,000	1	7,300	405	16,862	.....	.....
36,001-38,000	.....	.....	704	16,044	.....	.....
38,001-40,000	1	12,700	2,306	16,302	.....	.....
Other*	.....	.....	175	54,661	.....	.....
TOTAL	275,607	5,152	4,464	17,737	13,780	9,502

NOTE: The figures contained in the table are estimates based on the following random sample: up to 100% over=100%. The 'blow-up' totals 296,104. If Government trucks and tractors, O.H.M.S. and co 14,880 are added, as well as 90 electric motor vehicles, the total becomes 311,074, which is the

\*Including mostly cranes with tare weights ranging as high as 96,000 pounds, which are moved under

**NUMBER AND AVERAGE TARE WEIGHT BY  
NUMBER OF AXLES, LICENCE YEAR 1959**

3-AXLES		TOTAL				GRAND TOTAL	
NUMBER	AVERAGE TARE WEIGHT (POUNDS)	NUMBER	AVERAGE TARE WEIGHT (POUNDS)	NUMBER	AVERAGE TARE WEIGHT (POUNDS)	NUMBER	AVERAGE TARE WEIGHT (POUNDS)
.....	.....	55,995	3,010	105	2,948	56,100	3,010
.....	.....	109,497	3,391	100	4,325	109,597	3,427
.....	.....	25,397	4,128	205	5,088	25,602	4,135
.....	.....	11,100	4,811	95	5,811	11,195	4,819
.....	.....	9,487	5,452	145	5,959	9,632	5,459
.....	.....	11,485	6,451	410	7,757	11,895	6,496
4	7,100	7,652	7,096	740	9,177	8,392	7,280
2	11,600	5,379	7,544	349	8,483	5,728	7,601
.....	.....	7,957	7,704	783	8,173	8,740	7,746
5	11,900	5,312	8,111	482	8,303	5,794	8,127
9	16,000	5,343	8,576	693	8,721	6,036	8,592
4	14,950	6,336	8,643	843	8,684	7,179	8,648
12	10,940	4,952	8,702	1,078	8,950	6,030	8,746
7	16,700	2,161	9,289	716	9,404	2,877	9,318
22	11,500	8,078	9,612	7,101	10,098	15,179	9,839
7	16,029	107	15,353	7	16,029	114	15,395
6	13,567	84	17,368	6	13,567	90	17,114
11	13,882	157	15,462	11	13,882	168	15,359
80	14,480	406	16,839	80	14,480	486	16,452
259	14,393	704	16,044	259	14,393	963	15,601
1,824	14,520	2,307	16,300	1,824	14,520	4,131	15,514
1	44,600	175	54,718	1	44,600	176	54,660
2,253	14,492	280,071	59,010	16,033	10,973	296,104	6,394

to 10,000 pounds=20%; 10,001-28,000 pounds=40%; 28,000 pounds and  
conversion units—which were excluded from the sample and numbered  
number of trucks and tractors registered in 1959.

special permit at rare intervals.

**TABLE 44: TRAILERS—NUMBER AND AVERAGE TARE WEIGHT BY REGISTERED GROSS-WEIGHT AND NUMBER OF AXLES, LICENCE YEAR 1959**

REGISTERED GROSS WEIGHT (POUNDS)	1-AXLE		2-AXLES		3-AXLES		TOTAL	
	NUMBER	AVERAGE TARE WEIGHT (POUNDS)	NUMBER	AVERAGE TARE WEIGHT (POUNDS)	NUMBER	AVERAGE TARE WEIGHT (POUNDS)	NUMBER	AVERAGE TARE WEIGHT (POUNDS)
2,000 or less	101,435	421	655	804	.....	.....	102,090	424
2,001- 4,000	2,940	2,125	575	1,921	.....	.....	3,515	2,091
4,001- 6,000	972	3,510	461	3,947	.....	.....	1,433	3,650
6,001- 8,000	734	4,727	271	5,291	.....	.....	1,005	4,879
8,001-10,000	420	4,527	109	5,714	.....	.....	529	4,769
10,001-12,000	602	5,959	69	6,148	.....	.....	671	5,978
12,001-14,000	389	5,966	55	6,514	.....	.....	444	6,034
14,001-16,000	1,672	6,700	150	7,422	.....	.....	1,822	6,760
16,001-18,000	3,956	7,380	124	7,669	.....	.....	4,080	7,389
18,001-20,000	23	5,478	141	8,468	.....	.....	164	8,054
20,001-22,000	15	6,717	89	9,791	.....	.....	104	9,341
22,001-24,000	5	8,650	83	9,888	.....	.....	88	9,817
24,001-26,000	.....	.....	60	10,767	.....	.....	60	10,767
26,001-28,000	18	7,871	424	9,822	.....	.....	442	9,744
28,001-30,000	10	9,975	11,539	10,755	48	10,711	11,597	10,754
30,001-32,000	1	5,000	2	8,750	4	9,050	7	8,386
32,001-34,000	.....	.....	6	10,683	3	9,567	9	10,311
34,001-36,000	.....	.....	2	16,850	6	11,633	8	12,938
36,001-38,000	2	6,500	5	10,375	31	11,571	38	11,168
38,001-40,000	133	8,685	493	14,127	1,260	13,168	1,886	13,104
TOTAL .....	113,327	1,371	15,313	10,015	1,352	13,067	129,992	3,505

NOTE: The figures contained in the table are estimates based on the following random sample: up to 2,000 pounds=20%; 2,001-30,000 pounds=40%; 30,001 pounds and over=100%. The 'blow-up' totals 129,992. If Government trailers—which were excluded from the sample and numbered 2,751—are added, the total becomes 132,743, which is the number of trailers registered in 1959.





---

---

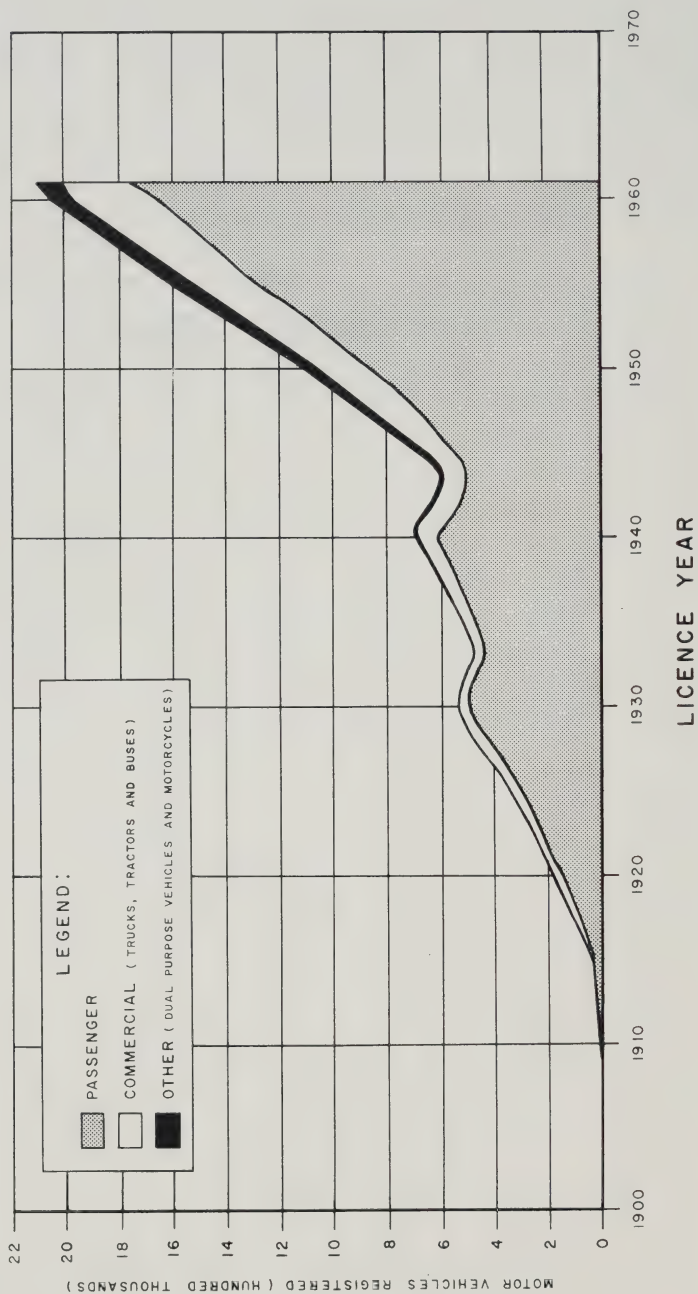
## **APPENDIX CHARTS**

---

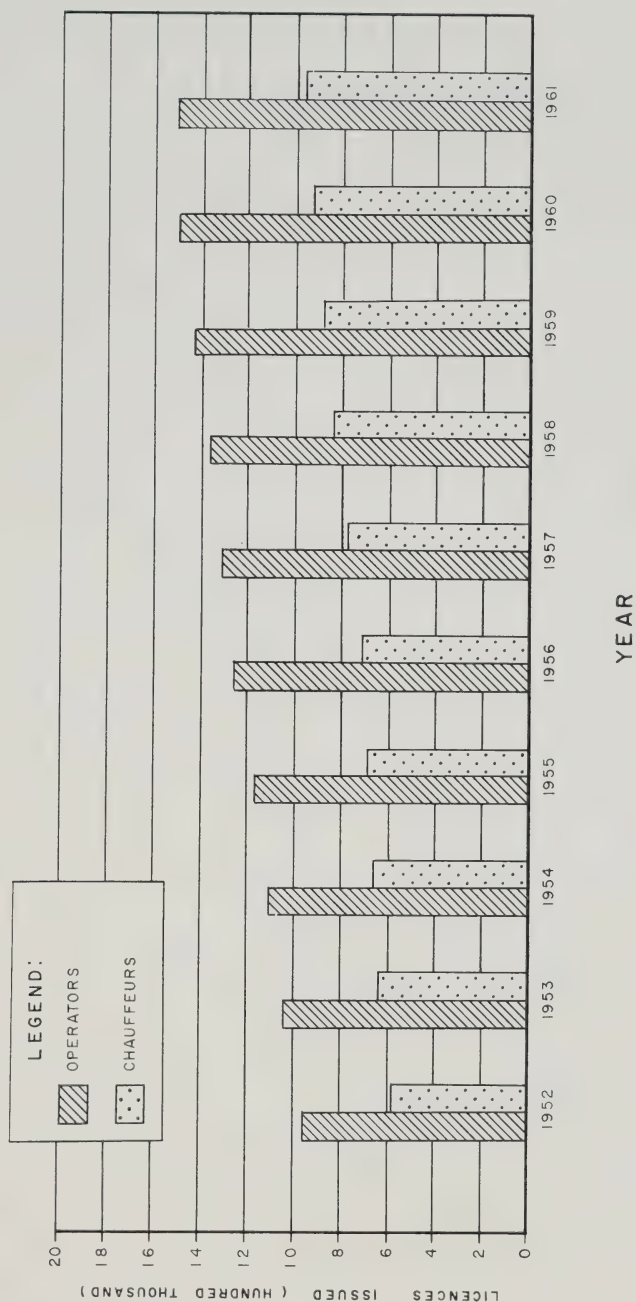
---

# MOTOR VEHICLE REGISTRATIONS

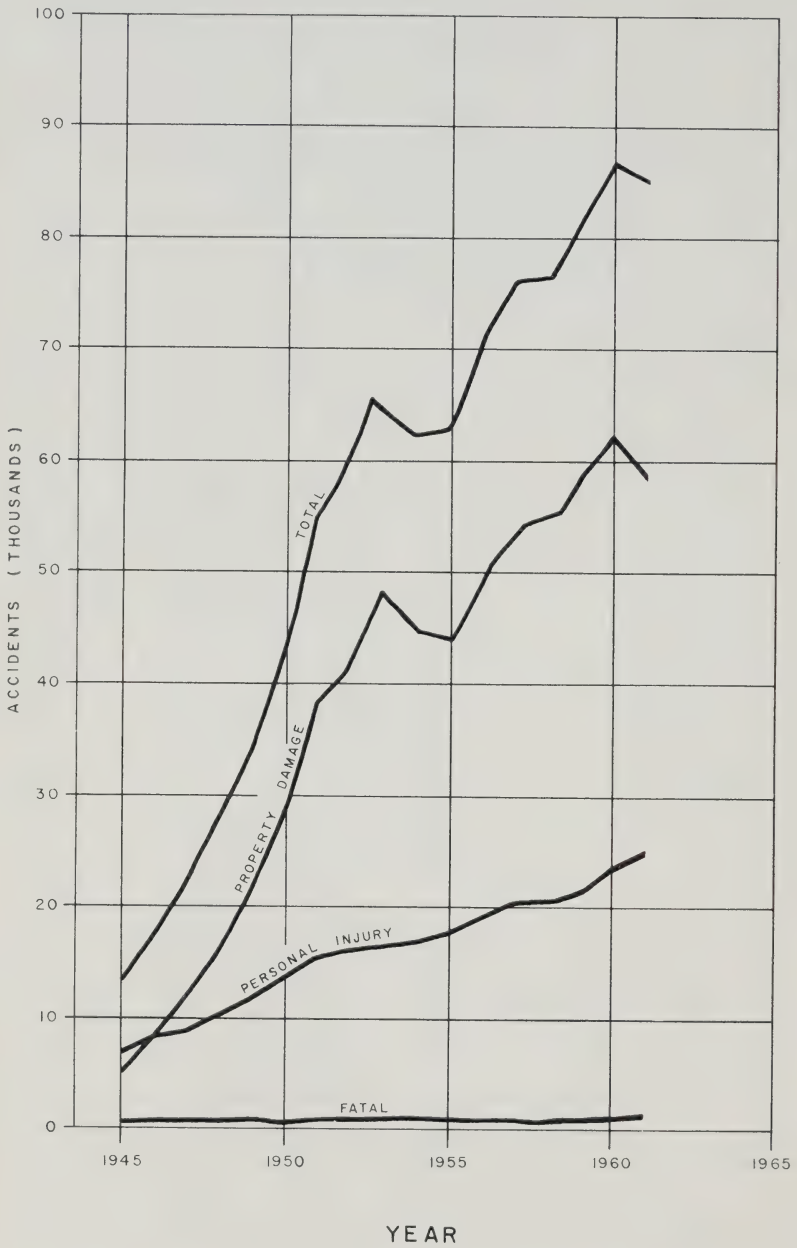
1903 - 1961



# DRIVERS' LICENCES ISSUED, 1952 - 1961

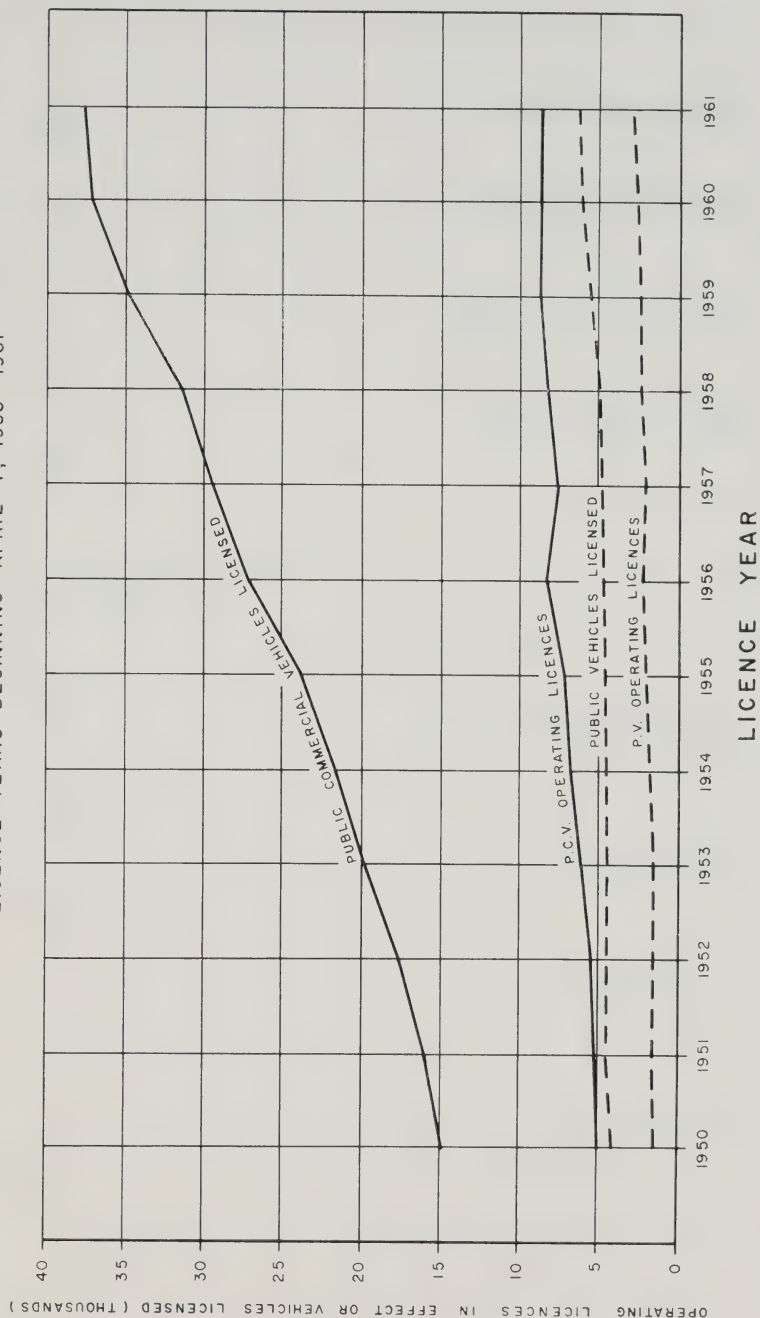


MOTOR VEHICLE ACCIDENTS REPORTED  
1945 - 1961



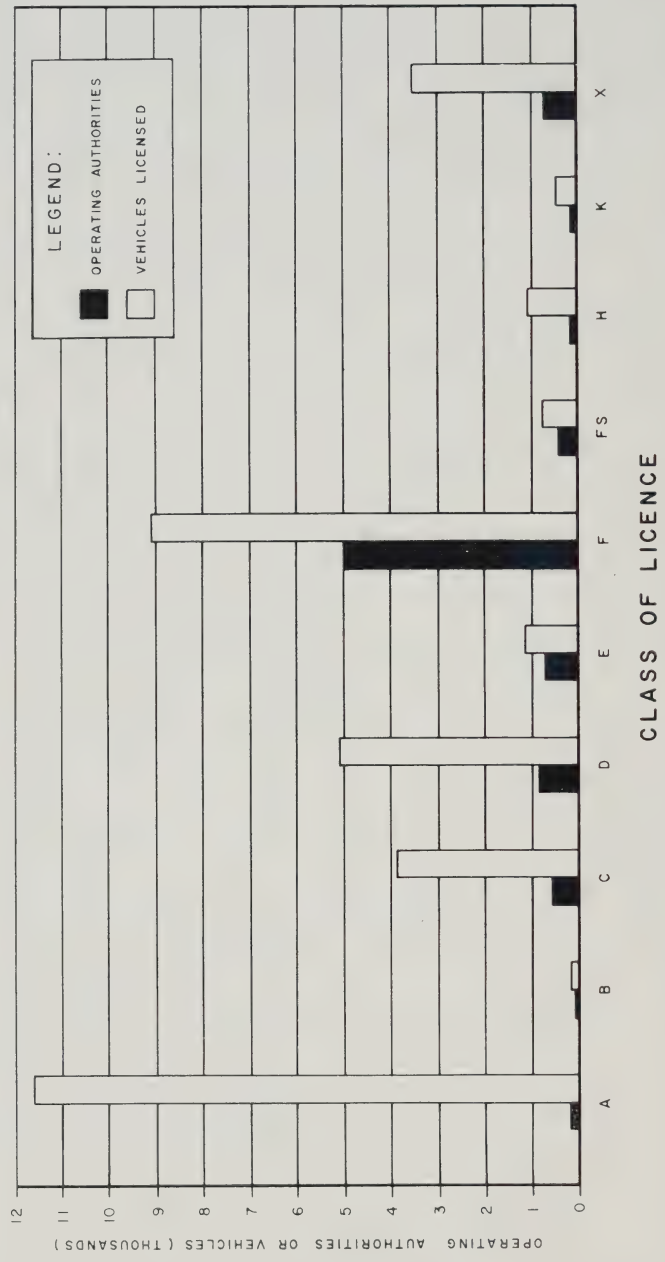
# PUBLIC COMMERCIAL VEHICLES AND PUBLIC VEHICLES OPERATING LICENCES AND VEHICLES LICENSED

LICENCE YEARS BEGINNING APRIL 1, 1950 - 1961

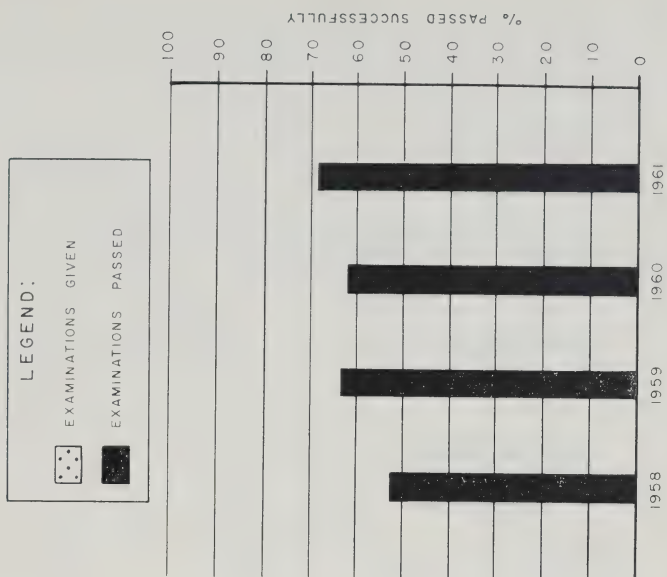
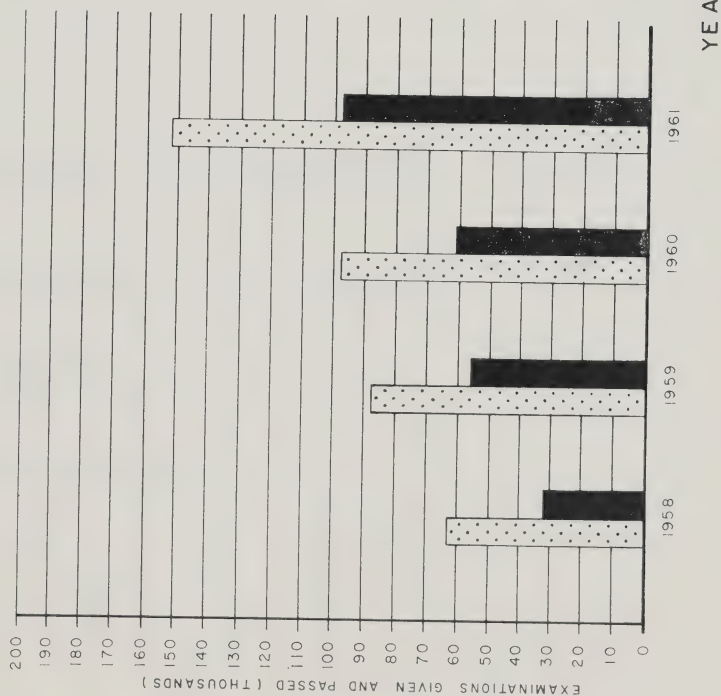




# PUBLIC COMMERCIAL VEHICLES — OPERATING AUTHORITIES IN EFFECT AND VEHICLES LICENSED, 1960

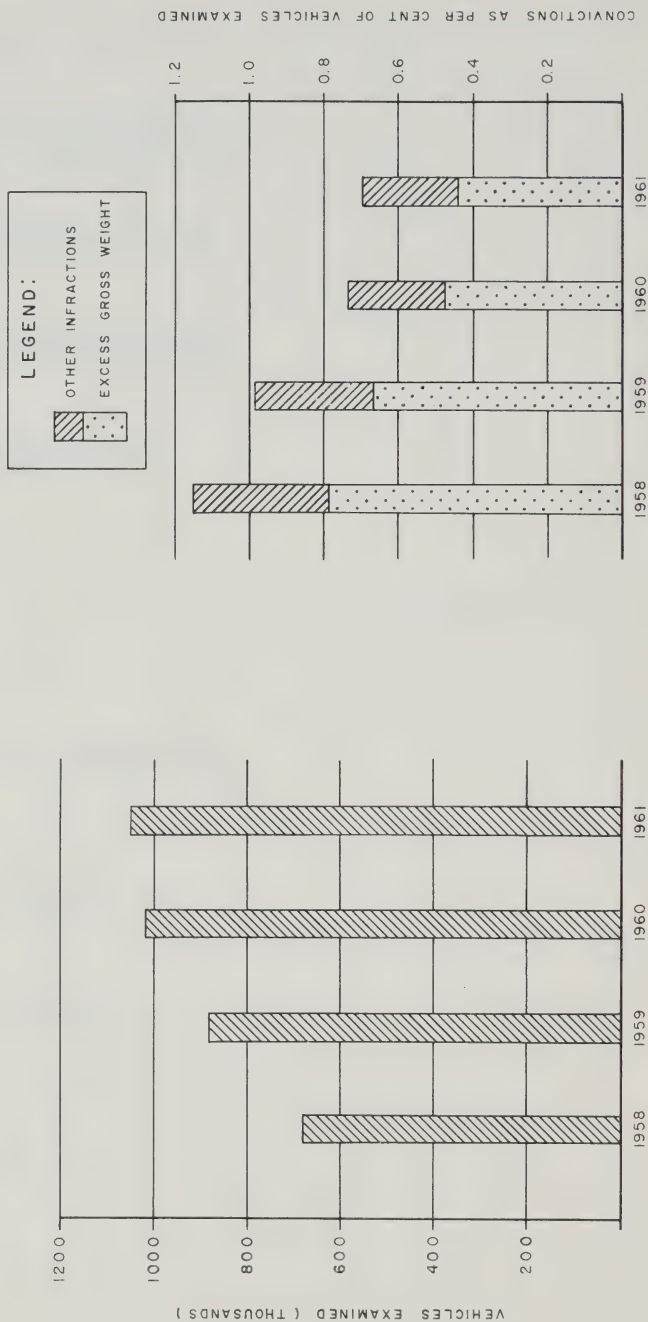


# FIRST ATTEMPT DRIVER EXAMINATIONS GIVEN AND PASSED AT DEPARTMENT CENTRES, 1958 - 1961



# VEHICLES EXAMINED AND PERCENTAGE OF CONVICTIONS OBTAINED BY DEPARTMENTAL INSPECTORS, 1958 - 1961

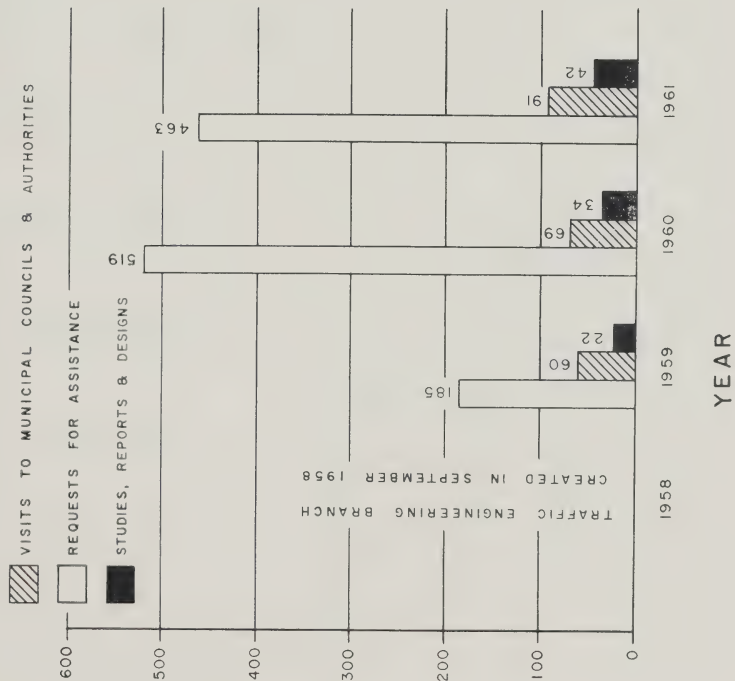
TRUCKS, COMBINATIONS, BUSES AND SCHOOL BUSES



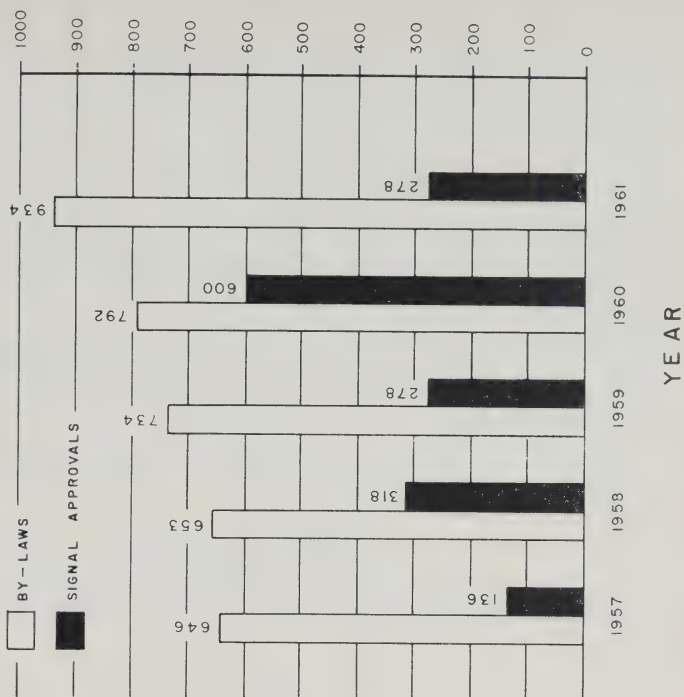
YEAR

# TRAFFIC ENGINEERING BRANCH

## TECHNICAL ASSISTANCE

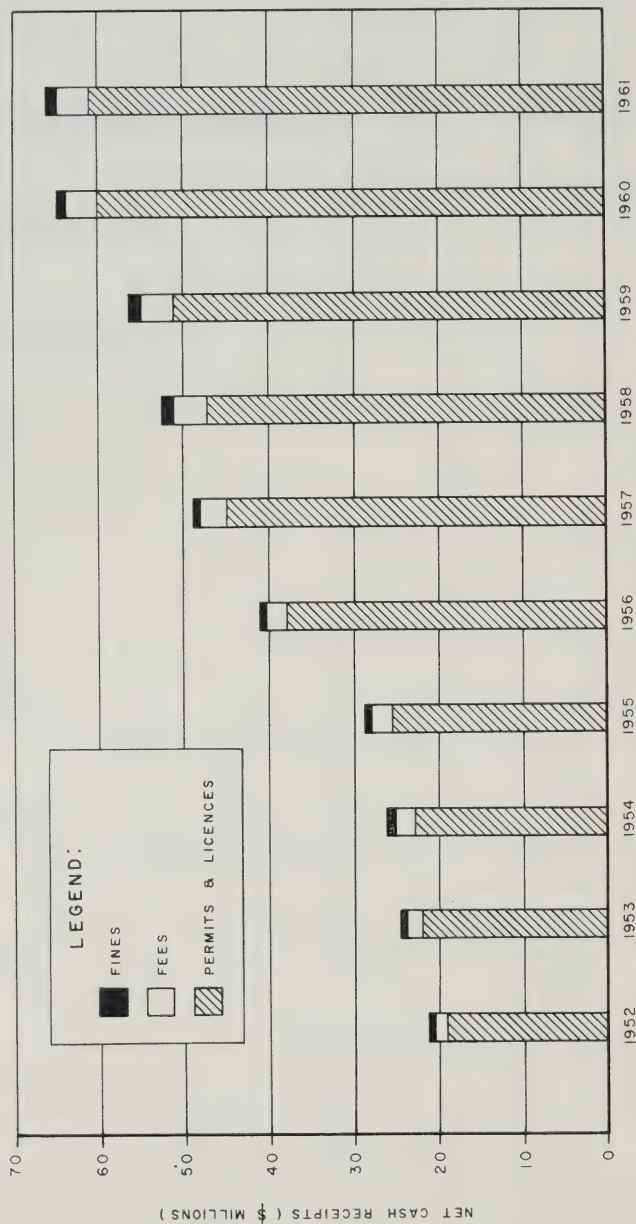


## APPROVALS



# NET CASH RECEIPTS

FOR THE 10 FISCAL YEARS ENDING MARCH 31, 1952 - 1962



FISCAL YEAR ENDING MARCH 31

EXCLUSIVE OF THE UNSATISFIED JUDGEMENT FUND AND THE ONTARIO HIGHWAY TRANSPORT BOARD



---

# **ONTARIO HIGHWAY TRANSPORT BOARD**

---

**ANNUAL REPORT**  
**THE ONTARIO HIGHWAY TRANSPORT BOARD**  
**YEAR ENDING DECEMBER 31, 1961**

The Ontario Highway Transport Board, pursuant to the provisions of Section 24 of The Ontario Highway Transport Board Act, R.S.O. 1960, Chapter 273, begs leave to submit the following report upon its affairs to the Honourable the Minister of Transport for the calendar year of 1961.

**Organization of the Board**

The Board is constituted as follows:

<i>Chairman</i> .....	E. J. SHONIKER
<i>Vice-Chairman</i> .....	R. H. YEATES
<i>Members</i> .....	G. W. STODDART
	G. C. MARRS
	E. M. WALKER
<i>Secretary of the Board</i> .....	A. H. McLAREN

**Sittings of the Board**

Throughout the current year the Board has been sitting in two divisions for the hearing of applications for operating licences under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act (Canada). The Board conducted public hearings in the following Ontario municipalities: Lindsay, Ottawa, Windsor, London, Kitchener, Kingston, Kenora, Port Arthur, Newmarket, Sudbury, St. Catharines and Toronto. The Board, carrying out its invitation to other provinces to meet in joint hearings, sat in the City of Winnipeg, in the Province of Manitoba with the Manitoba Carrier Board on a joint hearing to consider applications pertaining to the movement of goods between the provinces.

One hundred and sixty-nine applications and one review of a certificate out of a total of 3,446 applications and 70 reviews considered by the Board were heard at points outside of Toronto.

Appendix 'A' to this Report provides figures showing the number of applications received under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act (Canada). Appendix 'B' shows the revenue received by the Board during the calendar year of 1961. Appendix 'C' gives particulars of the certificates of public necessity and convenience issued by the Board (after a public hearing) during the period under review, with details as to the number of applications granted and dismissed and those opposed in accordance with the Board's Rules of Practice and Procedure. Appendix 'D' gives particulars of the certificates issued after consideration in chambers.

## General

The Board has, during the year of 1961, conducted night sessions for the hearing of applications for Class 'F' certificates leading to the issuance of a licence for the carriage of road construction materials in particular, in order that no time would be lost by the interested parties who are generally owner-operators of vehicles. A total of 92 applications were dealt with in this manner.

During the year of 1961, 12,984 trailers owned and registered in the United States of America, have been moved from and to the international boundary by Ontario carriers with transferable plates, compared to 10,384 moved during 1960. In the early part of 1961 the Honourable the Minister of Transport and the Board widened the scope of transferable plates from a one-way movement, i.e. in loaded and out empty and in empty and out loaded. This change took effect on the 1st of May, 1961 and for the 8-month period from the 1st of May, 1961 to December 31, 1961, 9,351 American trailers were moved under the new system compared with 7,199 American trailers moved for the corresponding period of 1960, an increase of 2,152.

During the course of the year of 1961 a regular check was made of all records of operators, and where the Board considered it necessary, warning letters were sent out to carriers who were convicted of offences under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act (Canada). The Board finds that this procedure has been instrumental in reducing greatly the number of offences against The Public Commercial Vehicles Act and The Motor Vehicle Transport Act of Canada. In the case of chronic offenders, reviews have been conducted; 70 such reviews have been conducted during the year of 1961.

The experience of the Board, gathered from reports submitted by the various carriers who now enjoy interchange of trailer privileges, i.e. the right of one carrier to haul the trailer of another carrier over his own designated route, is that this has been most beneficial to the public and is responsible for the expeditious movement of freight, and the damage usually caused in the transfer of freight from one vehicle to another has now become a thing of the past.

During the past year the Board attended the Interprovincial Conference held in the City of Halifax during the week of June 26th and has endeavoured to contribute towards the success of this conference as far as it has been able in order to bring about a better understanding of the various problems which face each individual province which makes up this great Dominion of Canada.

During the course of the year 1961 the Board has endeavoured to conduct joint hearings to be held in conjunction with the Quebec Transportation Board in order to serve the public of both provinces more efficiently, but I may say that, due to the laws of the Province of Quebec, the Quebec Transportation Board has found itself unable up until the present moment to co-operate with us in respect to this matter.

During the coming year the Ontario Highway Transport Board is faced with a heavy and arduous schedule of hearings and the applications now

pending in the early months of the year of 1962 are indicative of the fact that this may be the busiest period that has faced the Board in its history.

The Board wishes at this time to express its appreciation to the Honourable H. L. Rowntree, M.P.P. as Minister of Transport for his co-operation and help extended to this Board during the past year.

All of which is respectfully submitted this 31st day of January, 1962.

E. J. SHONIKER  
*Chairman*

R. H. YEATES  
*Vice-Chairman*

G. W. STODDART  
*Member*

G. C. MARRS  
*Member*

E. M. WALKER  
*Member*

**APPENDIX "A"**  
**THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS**  
**FOR THE YEAR ENDING DECEMBER 31, 1961**

**Applications received by the Board:**

**1. The Public Commercial Vehicles Act—**

CLASS	
A	123
B	5
C	85
D	590
E	154
F	1,258
FS	76
H	37
K	30
L	2
TOTAL	<u>2,360</u>

**2. The Motor Vehicle Transport Act (Canada)—**

Extra-provincial	349
------------------	-----

**3. The Public Vehicles Act—**

Bus	116
School Bus	513
TOTAL	<u>629</u>

Total Applications Received ..... 3,338

**APPENDIX 'B'**  
**THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS**  
**FOR THE YEAR ENDING DECEMBER 31, 1961**

Hearing fees .....	\$75,745.00
Court costs .....	15,810.00
Fees for copies of documents and miscellaneous .....	1,852.88
TOTAL NET REVENUE.....	<u>\$93,407.88</u>



APPENDIX 'C'  
THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS  
JANUARY 1, 1961 TO DECEMBER 31, 1961

**Applications considered at a public hearing under:**

1. The Public Commercial Vehicles Act—

CLASS	GRANTED		DISMISSED	TRANSFER	EXTENSION	TOTAL	OPPOSED BY OTHER CARRIERS
	IN FULL	IN PART					
A	8	24	15	4	18	69	51
B			1		1	2	2
C	7	17	4		6	34	26
D	83	101	56	1	40	281	191
E	5	1	2	1	1	10	7
F	90	26	41		15	172	106
FS	16	6	7	1		30	10
H	8	2	15		1	26	16
K	7	1	7	1	1	17	11
TOTALS	224	178	148	8	83	641	420

2. The Motor Vehicle Transport Act (Canada)—

CLASS	GRANTED		DISMISSED	TRANSFER	EXTENSION	TOTAL	OPPOSED BY OTHER CARRIERS
	IN FULL	IN PART					
Merchandise	43	34	34	7	46	164	112
Passenger	2					2	1
TOTALS	45	34	34	7	46	166	113

3. The Public Vehicles Act—

CLASS	GRANTED		DISMISSED	TRANSFER	EXTENSION	TOTAL	OPPOSED BY OTHER CARRIERS
	IN FULL	IN PART					
Bus	14	5	12		8	39	25
School Bus			1		2	3	1
TOTALS	14	5	13		10	42	26

APPENDIX 'D'  
THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS  
JANUARY 1, 1961 TO DECEMBER 31, 1961

Applications considered in Chambers under:

1. The Public Commercial Vehicles Act—

CLASS	GRANTED	DISMISSED	TRANSFER	EXTENSION	INTERIM GRANTED	INTERIM REFUSED	TOTAL
A	6	10	11	49	14	2	92
B	....	1	....	....	....	....	1
C	6	9	16	5	....	4	40
D	62	57	43	35	83	38	318
E	59	7	29	52	6	....	153
F	644	176	94	106	68	10	1,098
FS	13	2	16	4	4	1	41
H	1	1	8	....	1	....	11
K	2	5	10	....	1	....	18
L	5	....	....	....	....	....	5
TOTALS	798	269	227	251	177	55	1,777

2. The Motor Vehicle Transport Act (Canada)—

	GRANTED	DISMISSED	TRANSFER	EXTENSION	INTERIM GRANTED	INTERIM REFUSED	TOTAL
Merchandise	56	34	30	6	56	11	193
Passenger	2	1	....	2	....	....	5
TOTALS	58	35	30	8	56	11	198

3. The Public Vehicles Act—

	GRANTED	DISMISSED	TRANSFER	EXTENSION	INTERIM GRANTED	INTERIM REFUSED	TOTAL
Bus	27	12	10	7	22	4	82
School Bus	417	23	11	87	2	....	540
TOTALS	444	35	21	94	24	4	622

**APPENDIX 'E'**  
**THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS**  
**JANUARY 1, 1961 TO DECEMBER 31, 1961**

**Reviews under—**

**1. The Public Commercial Vehicles Act—**

A	7
B	....
C	8
D	11
E	....
F	4
FS	1
H	3
K	1
L	....

**2. The Motor Vehicle Transport Act (Canada)—**

Merchandise	30
Passenger	....

**3. The Public Vehicles Act—**

Bus	5
School Bus	....

TOTAL	70
-------	----











A20N  
OT  
A55

Government  
Publications



# department of transport

1961  
1962

A  
N  
N  
U  
A  
L  
  
R  
E  
P  
O  
R  
T











# **ANNUAL REPORT**

of the

# **ONTARIO DEPARTMENT OF TRANSPORT**

for

**1961-1962**

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY OF ONTARIO (SESSIONAL No. 54)  
BY FRANK FOGG, PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY, TORONTO.





THE HONOURABLE JAMES A. C. AULD  
Minister of Transport



His Honour,  
The Lieutenant-Governor of the  
Province of Ontario.

May It Please Your Honour:

The undersigned has the honour to transmit the Annual Report  
of the Department of Transport, Ontario, for the Fiscal Year 1961/1962.

Respectfully submitted,

*James Auld.*

Minister



## REPORT OF THE DEPUTY MINISTER

TO: THE HONOURABLE J. A. C. AULD,  
*Minister of Transport.*

The continued upward trend in the growth of motor vehicle use in Ontario was again shown in 1961 by further increases in drivers' licences and motor vehicle permits. Total motor vehicle permits for the 1961 licencing year showed an increase of 3.1% over the previous year, reaching an all time high of 2,126,270. In the same period drivers' licences, operators and chauffeurs combined, increased by 2.5% to a total of 2,414,615.

It is interesting to note that the notable increases in motor vehicles were in two classes: Dual Purpose Vehicles which increased by 17%, and Buses which showed 5.3% over the previous year figures. On the other hand, Passenger Cars only increased by 2.8% and Motor Cycles continued their steady decline, last year by 4.5% — not quite as large a drop as the 7.8% for the preceding year.

In all, during 1961, a total of some 6 million licenses and permits were issued, and over one million changes were made to the department's records. The practice of providing information from these files to the police and allied agencies continued 24 hours a day.

In the fiscal year 1961-62 the Ordinary Revenue collected by the department amounted to \$70.3 million, an increase of \$2.6 million over the 1960-61 figures. Of this amount, 93% was derived from vehicle licensing. During the same period, 1961-62, the department paid out in ordinary expenditure \$5.2 million, an increase of \$0.7 million over the previous year. The bulk of these increased payments were used in the Driver Examination program and in the provision of Vehicle Inspection staff.

As of March 31, 1961, there were 43 Driver Examination Centres located in major cities and towns, and 93 travelling examiners throughout the province. A significant change was made in the driver examination policy during 1961, when, on June 1st, a basic test was introduced which all applicants for Temporary Instruction Permits were required to pass before being given a temporary permit to practise driving. The introduction of these tests were, in all probability, responsible for the decline in the first attempt failure rate for drivers' licences, which dropped from 38.2% in 1960 to 36.1% in 1961. It is reasonable to assume the reason for this is that applicants are preparing themselves better before applying for examination.

The results of the Demerit Point System for 1961 continued to indicate that it was being instrumental in improving the bad driving habits of drivers who were apt to incur traffic violations. This is brought out by the fact that only 6.8% of those who were warned or interviewed went on to 12 point suspensions.

A number of amendments were made to the Highway Traffic Act during 1961, the more significant of which were new gross weight provisions for the registration of heavy vehicles, new rules of the road and new regulations for school bus drivers. In addition legislation was enacted requiring vehicles transporting dangerous materials to be adequately signed. Provisions were also made for stiffer penalties for conviction on a charge of criminal negligence.

Four major education programs, a number of special seasonal campaigns, and special campaigns for schools, children's hospitals and pre-school children constituted the major part of the Highway Safety program of the department for 1961. In addition 11 new safety councils were formed bringing the total to 80. Some 20,000 members of Ontario's 900 school safety patrols are now actively engaged in the safety of their fellow students. Department safety personnel were active visiting schools, school boards, town councils and service organizations across the province, promoting traffic safety and providing assistance as required.

One of the most significant improvements of the department's relations with the public was the renovation of the main issuing office in the building. This has enabled the public to obtain much quicker service when obtaining licences and permits.

As is required under Section 146 (e) of the Highway Traffic Act the following department report contains the report of the Registrar of Motor Vehicles.

All of which is respectfully submitted,

I have the honour to be, Sir,  
Your obedient servant,

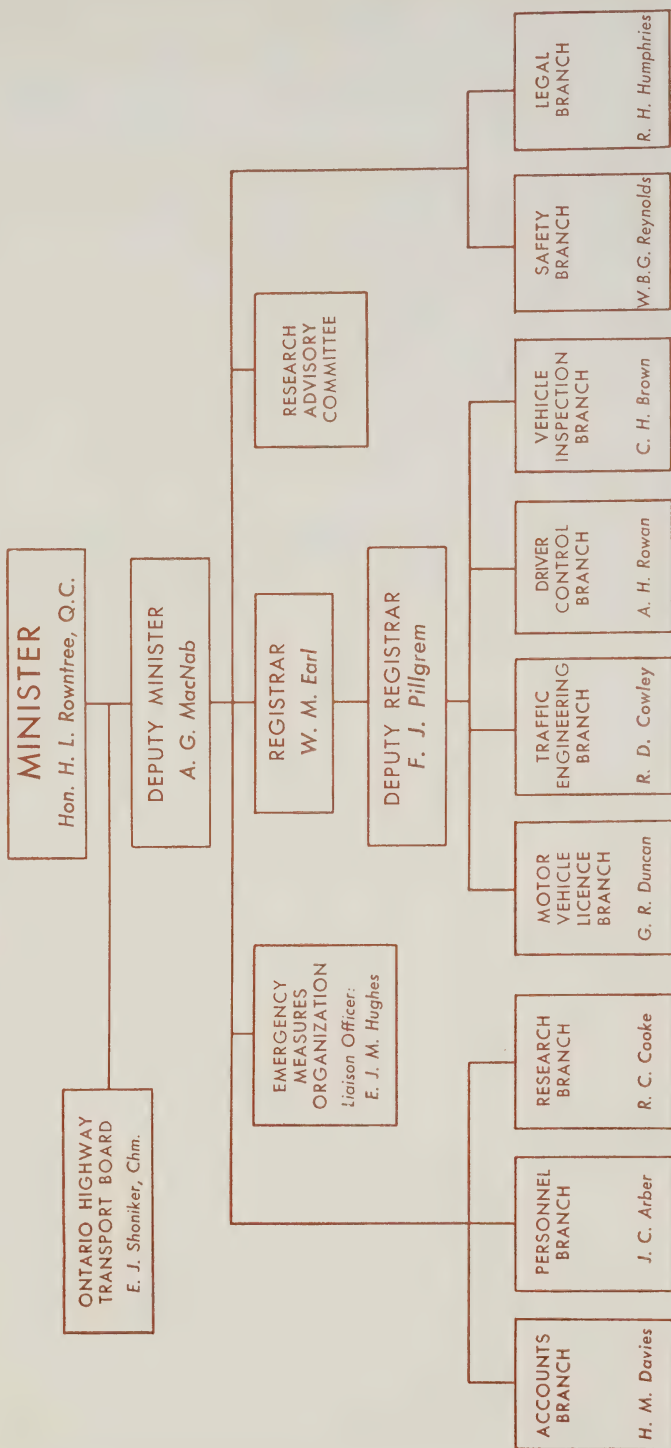
A. G. MACNAB,  
*Deputy Minister.*

---

## DEPARTMENT REPORT

---

# PROVINCE OF ONTARIO DEPARTMENT OF TRANSPORT



31 MARCH 1962

## CONTENTS

ACCOUNTS .....	15
FINANCIAL REPORT .....	15
MOTOR VEHICLE LICENCING .....	20
DRIVER EXAMINATION .....	22
SPECIAL RE-EXAMINATIONS .....	24
SCHOOL BUS DRIVERS .....	24
DRIVER IMPROVEMENT .....	26
DRIVER RECORDS .....	27
FINANCIAL RESPONSIBILITY .....	28
THE UNSATISFIED JUDGEMENT FUND .....	28
VEHICLE INSPECTION .....	31
HIGHWAY SAFETY .....	35
DRIVER INSTRUCTION IN SECONDARY SCHOOLS .....	38
TRAFFIC ENGINEERING .....	38
PERSONNEL .....	41
RESEARCH .....	41
EMERGENCY MEASURES ORGANIZATION .....	42
APPENDIX TABLES .....	46
ONTARIO HIGHWAY TRANSPORT BOARD .....	71



## LIST OF TABLES

TABLE	PAGE
<b>DEPARTMENT OF TRANSPORT</b>	
1. MOTOR VEHICLE REGISTRATIONS, 1903-1961 .....	46
2. LICENCES AND PERMITS ISSUED, 1957-1961 .....	48
3. PROPORTIONATE INCREASES OF (1) MEDIUM AND HEAVY COMMERCIAL VEHICLES (2) ALL COMMERCIAL VEHICLES 1945-1960 .....	48
4. PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY COUNTIES AND DISTRICTS, 1960 AND 1961 .....	49
5. PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY CITIES, 1960-1961 .....	51
6. PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS BEGINNING APRIL 1, 1956-1961 .....	52
7. PUBLIC COMMERCIAL VEHICLES LICENSED, LICENCE YEARS BEGINNING APRIL 1, 1956-1961 .....	52
8. GARAGE LICENCES ISSUED, 1958-1961 .....	53
9. RATIO OF PUBLIC COMMERCIAL VEHICLES TO OPERATING LICENCES—LICENCE YEARS BEGINNING APRIL 1, 1953-1961 .....	53
10. PUBLIC VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS BEGINNING APRIL 1, 1956-1961 .....	53
11. PUBLIC VEHICLES LICENSED, LICENCE YEARS BEGINNING APRIL 1, 1956-1961 .....	54
12. SPECIAL PERMITS ISSUED, 1958-1961 .....	54
13. RESULTS OF PROSECUTIONS BY THE VEHICLE INSPECTION BRANCH, JANUARY 1 — DECEMBER 31, 1960 AND 1961 .....	54
14. DRIVER EXAMINATIONS CONDUCTED BY DEPARTMENT, 1961. RESULTS OF FIRST ATTEMPT ONLY .....	55
15. DRIVER RE-EXAMINATIONS CONDUCTED ON APPLICATIONS FOR AUTHORITY TO DRIVE A SCHOOL BUS, RESULTS OF FIRST ATTEMPTS ONLY, 1961 .....	55
16. FAILURES FOLLOWING DRIVER EXAMINATIONS CONDUCTED BY DEPARTMENT, 1961 — ANALYSIS OF FIRST ATTEMPTS ONLY .....	55
17. FAILURES FOLLOWING DRIVER RE-EXAMINATIONS CONDUCTED ON APPLICATIONS FOR AUTHORITY TO DRIVE SCHOOL BUS — ANALYSIS OF FIRST ATTEMPTS ONLY, 1961 .....	56
18. DRIVER EXAMINATIONS CONDUCTED BY THE DEPARTMENT SHOWING MONTHLY VOLUME AND PEAK WORK LOAD .....	56
19. FINANCIAL RESPONSIBILITY SUSPENSIONS LIFTED BY REASON OF REINSTATEMENT, 1961 .....	57
20. TYPES OF FINANCIAL RESPONSIBILITY FILED, 1961 .....	57
21. NUMBER OF PERSONS BY AGE GROUP, WHO FILED PROOF OF LIABILITY INSURANCE COVERAGE PURSUANT TO SECTION 112, HIGHWAY TRAFFIC ACT, 1961 .....	58
22. CONVICTIONS AND COMMITTALS FOR TRIAL UNDER THE CRIMINAL CODE (CANADA), 1960 AND 1961 .....	58
23. SUMMARY OF CONVICTIONS AND COMMITTALS FOR TRIAL, 1957-1961 .....	58
24. DRIVERS SUSPENDED PENDING FILING OF FINANCIAL RESPONSIBILITY, 1957-1961 .....	59

TABLE	PAGE
25. EFFECTIVE PERIODS OF SUSPENSION, 1957-1961 .....	59
26. SUSPENSIONS OF DRIVER'S LICENCES, 1960-61 .....	60
27. CONVICTIONS AND COMMITTALS FOR TRIAL UNDER THE HIGHWAY TRAFFIC ACT, 1960-1961 .....	61
28. UNSATISFIED JUDGMENT FUND—STATEMENT OF PAYMENTS INTO AND OUT OF THE FUND—JULY 1, 1947—MARCH 31, 1962 .....	62
29. ADDITIONAL ACTION UNDER POINT SYSTEM, 1961 .....	64
30. NATURE OF ACCIDENTS, 1945-1961 .....	64
31. ALL ACCIDENTS BY MONTH, 1960 AND 1961 .....	65
32. DRIVERS IN ACCIDENTS AND ALL LICENSED DRIVERS, BY AGE, 1960 AND 1961 .....	65
33. ACCIDENTS BY NATURE AND MONTH OF OCCURRENCE, 1961 .....	66
34. FATAL ACCIDENTS BY MONTH, 1960 AND 1961.....	66
35. FATAL ACCIDENTS BY PLACE OF OCCURRENCE, 1960 AND 1961 .....	67
36. ALL ACCIDENTS BY TYPE OF COLLISION, 1960 AND 1961 .....	67
37. FATAL ACCIDENTS BY TYPE OF COLLISION, 1960 AND 1961 .....	68
38. ALL ACCIDENTS BY PLACE OF OCCURRENCE, 1960 AND 1961 .....	68
39. DRIVERS IN FATAL ACCIDENTS, BY AGE, 1960 AND 1961 .....	69
40. PERSONS KILLED OR INJURED IN ROAD ACCIDENTS, 1945-1961 .....	69
41. PERSONS KILLED, BY CLASS AND AGE, 1961 .....	70
42. PERSONS INJURED, BY CLASS AND AGE, 1961 .....	70



## ACCOUNTS

The department collected \$70.3 million in Ordinary Revenue during the fiscal year 1961-62, an increase of \$2.6 million over the previous fiscal year. Ninety-three per cent of the total receipts were derived from vehicle licensing, forty-four per cent of which came from passenger cars and forty-nine per cent from commercial vehicles, including trailers. Included in the 49% for commercial vehicles were the fees collected for public and public commercial vehicles and passenger/mile fees for public vehicles.



NET RECEIPTS, 1961-1962



DISBURSEMENT, 1961-1962

Ordinary Expenditures during 1961-62 amounted to a total of \$5.2 million, which represented a small increase of \$0.7 million over the previous fiscal year. The majority of these increased disbursements were used for the department's Vehicle Inspection and Driver Examination programs.

### FINANCIAL REPORT FOR THE FISCAL YEAR ENDING MARCH 31, 1962

The following summarizes the results of operations for the year, exclusive of the Unsatisfied Judgment Fund:

Net Cash Receipts .....	\$70,304,854.60
Cash Disbursements .....	5,189,140.86
Excess of Receipts over Disbursements .....	<u>\$65,115,713.74</u>

### UNSATISFIED JUDGMENT FUND FOR THE FISCAL YEAR ENDING MARCH 31, 1962

Unsatisfied Judgment Fund — R.S.O. 1960, Chap. 172, Part XIII

Balance of credit of Fund, March 31, 1961 .....	\$ 7,195,171.68
---	-----------------

#### Receipts:

Fees on issue or renewal of chauffeurs' or operators' licences .....	\$ 2,473,754.00
Fees paid by uninsured owners on issue or transfer of motor vehicle permit .....	1,506,690.00
Recoveries of judgments .....	366,581.94
	<u>4,347,025.94</u>
	\$11,542,197.62

#### Payments:

Judgments paid, including costs .....	3,137,968.54
Balance at credit of Fund, March 31, 1962 .....	<u>\$ 8,404,229.08</u>

**NET RECEIPTS AND DISBURSEMENTS FOR THE YEAR ENDING MARCH  
31, 1962 (EXCLUSIVE OF THE UNSATISFIED JUDGMENT FUND)**

**NET RECEIPTS**

**Motor Vehicles Administration**

Permits and Licenses

Passenger .....	28,800,001.70	
Trucks and Tractors .....	22,962,307.84	
Buses .....	732,743.75	
Dual Purpose .....	2,392,224.75	
Trailers .....	5,774,804.05	
Motorcycles .....	71,482.25	
Dealers —		
Automobile .....	\$83,732.00	
Motorcycles .....	270.00	
	84,002.00	
Operators .....	1,347,815.60	
Instructions .....	473,301.45	
Chauffeurs .....	827,956.15	
Transits .....	39,904.30	
Garages .....	358,239.00	
Driving Instructors .....	13,141.00	
		\$63,877,923.84

Fees —

Transfers .....	822,140.65	
Public Vehicles .....	426,458.45	
Public Commercial Vehicles .....	3,211,353.61	
Duplicate Permits and Licences .....	69,756.00	
Searches and Certificates .....	106,084.92	
Lists .....	23,268.42	
Examinations .....	556,009.00	
Miscellaneous .....	10,874.71	
		\$ 5,225,945.76

Fines ..... \$ 1,112,236.09

\$70,216,105.69

**Ontario Highway Transport Board**

Fees ..... 88,748.91

Total ..... \$70,304,854.69



## DISBURSEMENTS

### Main Office

Salaries .....	\$ 344,025.09	
Travelling Expenses .....	8,173.53	
Maintenance .....	13,710.70	
Unemployment Insurance .....	7,148.61	
Contingencies .....		
Fees and Expenses, Special Studies and Research .....	8,260.22	
	<hr/>	
	381,318.15	
Minister .....	12,000.00	
	<hr/>	
		\$ 393,318.15

### Ontario Highway Transport Board

Salaries .....	108,363.33	
Travelling Expenses .....	3,031.28	
Maintenance .....	7,981.41	
	<hr/>	
		\$ 119,376.02

### Highway Safety Branch

Salaries .....	139,044.36	
Travelling Expenses .....	11,981.90	
Maintenance .....	27,837.64	
Highway Safety Publicity .....	322,684.62	
Grants —		
Ontario Safety League .....	15,000.00	
Ontario Traffic Conference .....	5,000.00	
Canadian Highway Safety Council .....	10,000.00	
	<hr/>	
		\$ 531,548.52

### Motor Vehicles Administration

Salaries .....	2,788,145.74	
Travelling Expenses .....	195,316.49	
Maintenance .....	508,481.32	
Advertising .....	49,330.30	
Registration Plates & Supplies .....	498,637.46	
Fees, etc. ....	104,936.86	
	<hr/>	
		\$ 4,144,898.17

Total Disbursements .....	5,189,140.86
Excess of Net Receipts over Disbursements .....	65,115,713.74
Total .....	<u>70,304,854.60</u>

**NET CASH RECEIPTS\***  
**FOR THE 10 FISCAL YEARS ENDING MARCH 31, 1953-1962**

	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962
<b>Permits and Licences</b>										
Passenger .....	9,592,550	10,179,069	11,240,597	17,348,216	19,909,408	21,705,348	23,288,131	27,295,459	28,328,868	28,800,002
Trucks and Tractors†	9,583,011	9,885,712	10,715,358	15,587,871	18,317,463	18,870,367	20,141,724	22,943,217	23,011,743	23,695,052
Dual purpose .....	114,136	166,132	215,916	453,202	663,558	939,322	1,260,953	1,728,530	2,135,148	2,392,225
Trailer .....	1,353,882	1,490,982	1,723,241	2,443,725	3,582,478	3,429,493	4,194,677	5,034,360	5,236,355	5,774,804
Motorcycle .....	24,716	22,314	21,418	24,851	31,123	32,256	44,212	53,860	91,873	71,482
Dealers—Automobile .....	51,776	49,452	49,427	72,461	77,172	75,269	80,266	84,959	84,015	83,732
—Motorcycle .....	51	57	48	66	40	51	94	159	315	270
Operators and instruction .....	1,081,544	1,105,478	1,184,112	1,270,563	1,365,984	1,615,507	1,632,835	1,777,925	1,760,785	1,821,117
Chauffeurs .....	638,109	648,991	684,761	717,625	754,088	783,594	799,184	866,689	835,518	827,956
In transits .....	8,870	7,016	5,139	10,060	11,962	13,117	13,988	15,258	15,913	39,904
Garages .....	95,421	95,227	98,821	99,927	106,935	106,808	114,068	273,474	321,106	358,239
Driving instructors .....								18,133	16,987	13,141
<b>TOTAL</b> .....	22,544,066	23,650,431	25,938,838	38,028,567	44,820,211	47,591,138	51,570,126	60,096,023	61,838,626	63,877,924
<b>Fees</b>										
Transfers .....	350,457	363,686	371,456	415,696	453,160	891,241	818,671	886,146	888,587	822,141
Public vehicles .....	539,971	514,079	436,016	424,928	427,202	432,268	425,305	436,459	415,483	426,458
Public commercial vehicles .....	935,723	1,192,957	1,390,222	1,488,844	1,934,216	2,193,495	2,398,781	2,970,167	2,973,615	3,211,354
Dup. permits and licences .....	25,997	28,571	30,505	32,503	43,644	68,236	66,946	72,807	72,142	69,756
Searches and certificates .....	9,748	9,709	13,003	19,052	22,610	45,332	58,276	70,578	80,204	106,085
Lists .....	19,229	7,065	13,134	20,915	16,432	15,498	20,091	22,763	22,763	23,268
Examinations .....	41,508	47,104	50,402	50,998	49,016	63,189	101,116	131,977	165,138	556,009
Miscellaneous .....	12,302	6,141	970	2,259	29,900	.....	2,755	16,565	3,367	10,875
<b>TOTAL</b> .....	1,934,941	2,169,312	2,307,714	2,455,195	2,976,180	3,709,259	3,891,941	4,610,210	4,621,299	5,225,946
<b>Fines</b>										
Breaches of Act† .....	360,609	363,237	465,782	822,410	1,304,715	1,262,092	1,348,865	1,230,325	1,182,114	1,112,236
<b>GRAND TOTAL</b> .....	\$ 24,839,616	\$ 26,182,980	\$ 28,712,334	\$ 41,306,172	\$ 49,101,106	\$ 52,562,489	\$ 56,810,932	\$ 65,936,558	\$ 67,642,039	\$ 70,216,106

\* Exclusive of the Unsatisfied Judgment Fund and the Ontario Highway Transport Board.

† Highway Traffic Act, Public Commercial Vehicles Act, Public Vehicles Act and Motor Vehicle Transport Act (Canada).

# Including buses.

# NET CASH RECEIPTS

FOR THE 11 FISCAL YEARS ENDING MARCH 31, 1952 - 1962



FISCAL YEAR ENDING MARCH 31

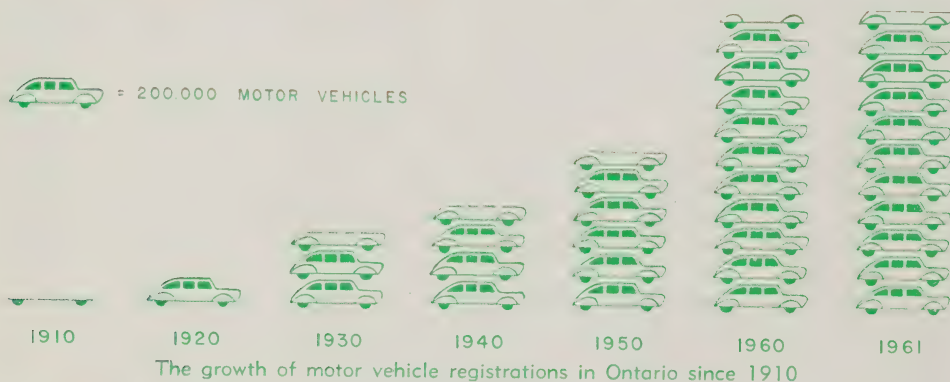
EXCLUSIVE OF THE UNSATISFIED JUDGEMENT FUND AND THE ONTARIO HIGHWAY TRANSPORT BOARD

## MOTOR VEHICLE ADMINISTRATION NET ORDINARY EXPENDITURE BY BRANCHES AND SERVICES

BRANCH OR SERVICE	SALARIES	TRAVELLING EXPENSES	MAINTENANCE	TOTAL
Driver Control Branch .....	1,337,724.26	110,975.33	172,978.57	1,621,678.16
Motor Vehicle Licence Branch ..	828,538.24	12,702.43	75,702.61	916,943.28
Traffic Engineering Branch .....	35,395.91	3,483.67	4,030.45	42,910.03
Vehicle Inspection Branch .....	586,487.33	68,155.06	68,560.22	723,202.61
General Office Supplies and Equipment (all branches) .....				187,209.47
Advertising .....				49,330.30
Registration Plates and Supplies .....				498,687.46
Fees, etc. ....				104,936.86
	<u>\$2,788,145.74</u>	<u>\$195,316.49</u>	<u>\$321,271.85</u>	<u>\$4,144,898.17</u>

## MOTOR VEHICLE LICENSING

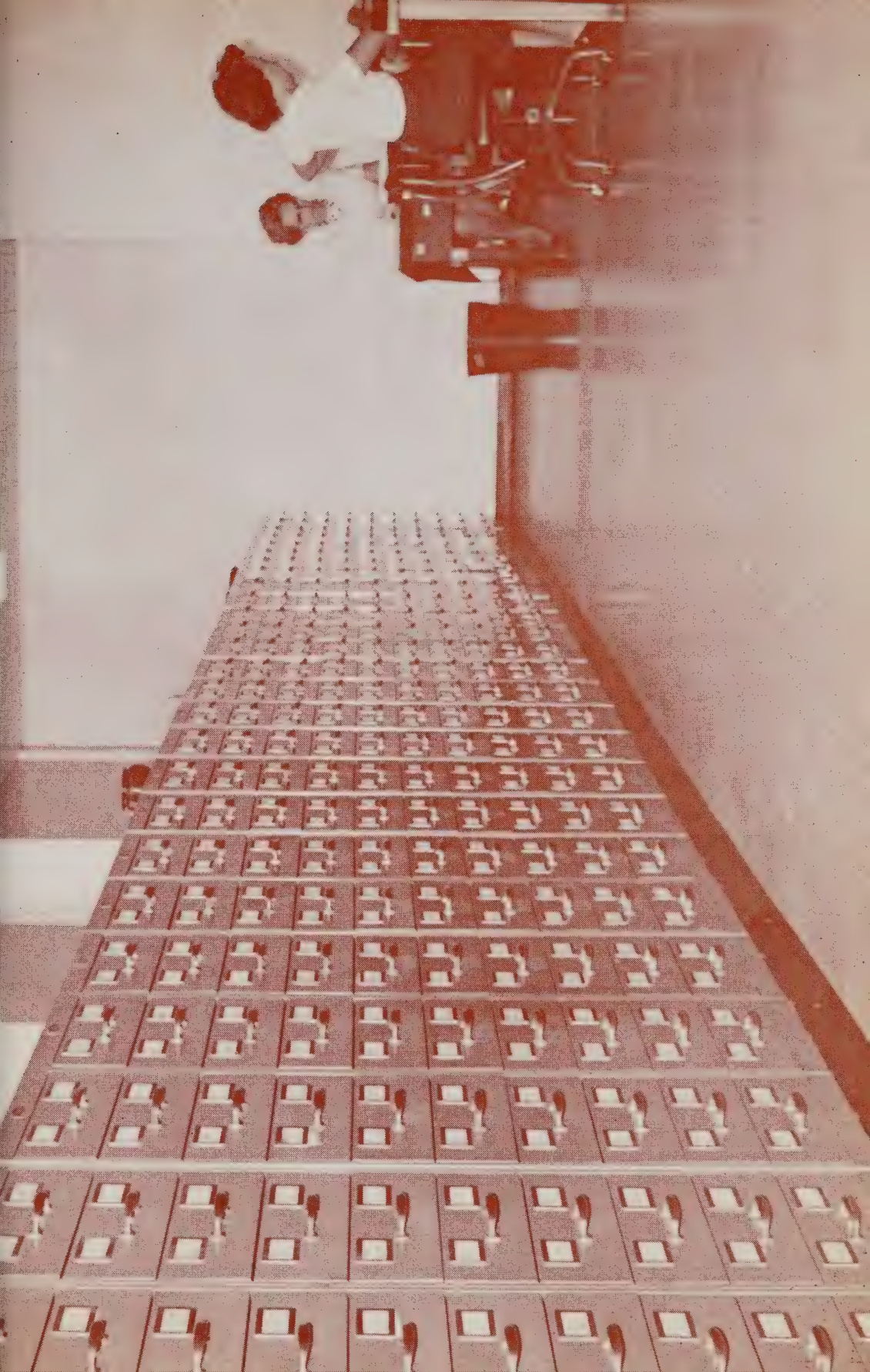
During the year 1961 extensive renovations were made to the main issuing office in the east block in the Parliament Buildings in order to give faster and better service to the public through improved facilities. This office is now well lighted and more conveniently laid out, enabling it to handle applicants for licences and permits without inconvenience to the public. In addition to the main issuing office, there are 265 agency offices and 5 department staffed offices across the province, where drivers' licences and permits for motor vehicles and trailers are issued, as a convenience to the public. During the year, over 6 million licences and permits were issued by the department, including approximately 2.3 million motor vehicle and trailer permits, and 2.4 million drivers' licences. Special permits required for the movement of oversized and/or overweight loads are also issued from the main office.



Both alphabetical and numerical records are compiled when licences and permits are issued. These records are continuously up-dated with changes of address, or in the case of permits for change of ownership. This constituted, over 1 million changes being made to these records during the year 1961. In addition, 2.5 million extracts were made from these records and the information provided to the police and other law enforcement agencies on a 24 hours a day basis.

*Part of the files housing 12 million records of permits and licenses ➤*









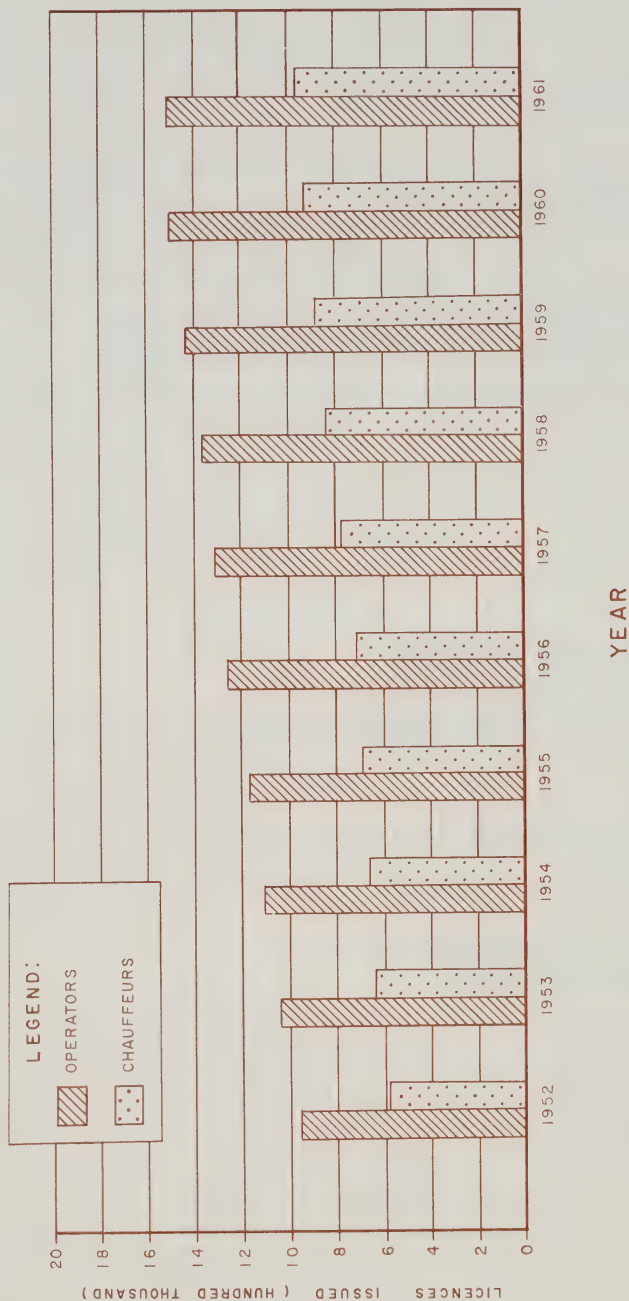
Graph shows increase in licenced drivers since 1920

## DRIVER EXAMINATION

April 1, 1961, saw the completion of the Department's Driver Examination Program as it was planned at the time the Department was established in 1957. The completion of this program should be recognized as an outstanding achievement in the history of the motor vehicle in Ontario. At the present time the Province is served by 43 permanent Driver Examination Centres located in major towns and cities, while additional service is provided by travelling examiners in 93 other towns and villages.

Today every applicant for a driver's licence is examined under the Department's new examination procedures. From April 1 onwards, all applicants were required to take the new uniform four-part examination. Tests included: visual acuity; sign recognition; knowledge of the rules of the road and safe driving practices; and a road test involving varied and basic driving manoeuvres. On completion of the examination all those tested — whether they pass or fail — are given copies of their score sheets.

# DRIVERS' LICENCES ISSUED, 1952 — 1961



## TEST FOR TEMPORARY INSTRUCTION PERMITS INSTITUTED

A further significant improvement was introduced in June, 1961, when every applicant for Temporary Instruction Permits was required to pass an examination of vision, and a written test on the rules of the road before being issued a permit to practise driving. While this examination is very basic, it was considered desirable, with the increasing traffic density, that everyone driving on Ontario's streets and highways should be familiar with the highway signs and rules of the road.

The value of the new driver examination program — in terms of driver education — can be gauged from the fact that during 1961, of the 153,355 persons examined for operators' and chauffeurs' licences, 36.1 percent failed to pass on their first attempt. Most of the initially unsuccessful applicants passed their second or third test. In the meantime, by further instruction and practice, they had improved their driving skill.

## FIRST ATTEMPT FAILURES SHOW DECLINE IN 1961

A reduction from 1960 in the failure rate (from 38.2 to 36.1%) of driver tests at first attempt suggests that more applicants made sure that they were qualified before applying for examination. Undoubtedly the introduction of tests for Temporary Instruction Permits has influenced this reduced failure rate.

From June 1 to December 31, a total of 146,800 tests were conducted before the issuance of temporary permits. This total includes re-tests resulting from a 14.5 percent rejection rate.

## SPECIAL RE-EXAMINATION

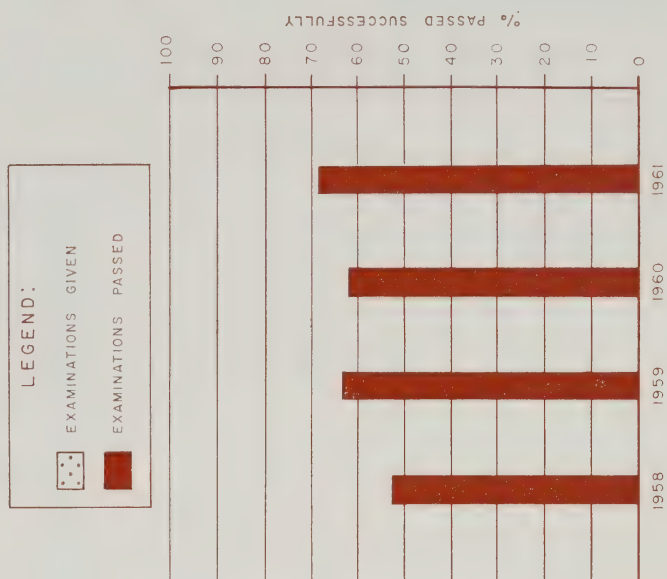
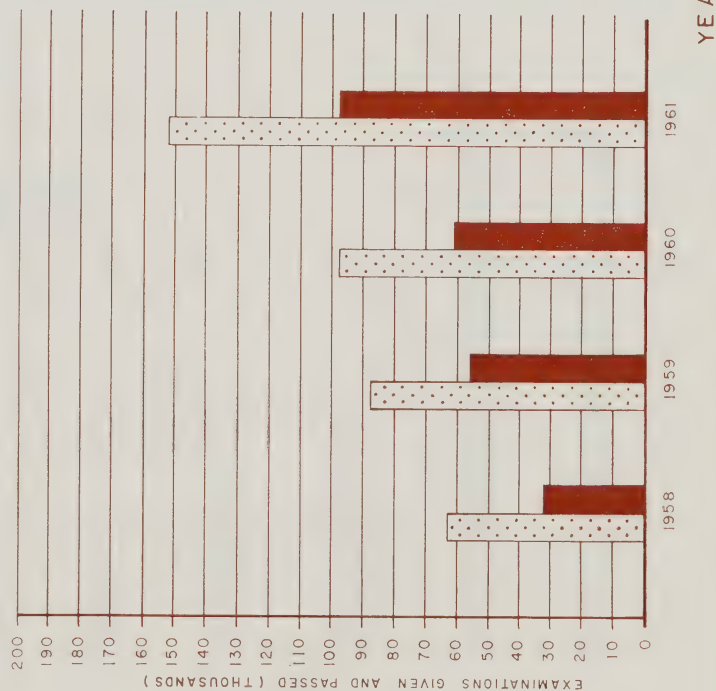
It is the Department's policy to require re-examinations in the following driver categories: drivers 80 years of age and over, who must be re-tested annually; drivers 70 years of age or over, if involved in an accident; accident repeaters; drivers involved in fatal accidents; and drivers on reinstatement following suspension under the point system. During 1961, there were 7,979 persons in these categories re-examined. At first attempt, 36.5% failed—an indication of the need for this type of selective re-examination.

## SCHOOL BUS DRIVERS

New regulations under the Highway Traffic Act made special provision regarding drivers of school buses having a seating capacity of ten or more passengers. Under these regulations, on and after September 1, 1961, drivers of school vehicles of this type were required to: be 21 years of age or over; be in possession of a chauffeur's licence; and pass a special driving examination. A school bus driver is also required to submit a health certificate with his application. If these requirements were met the authority to operate a school bus was issued.

Of the 5,192 applicants for school bus drivers' licences, 879 failed to pass at the first attempt. In addition, 18 applicants were rejected because they failed to meet physical standards. To ensure desirable standards, school bus drivers will be required to submit to re-examination every three years.

# FIRST ATTEMPT DRIVER EXAMINATIONS GIVEN AND PASSED AT DEPARTMENT CENTRES, 1958 - 1961





## DRIVER IMPROVEMENT

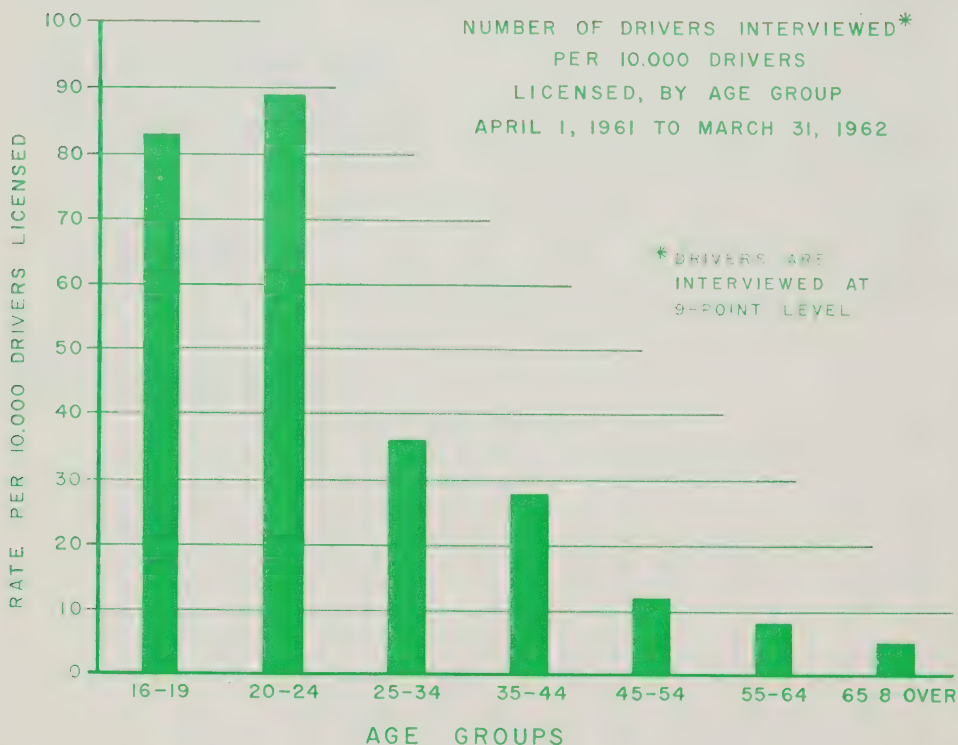
The Demerit Point System, designed to identify and to improve drivers involved in repeated traffic violations, completed its first two-year cycle on March 31, 1961.

During the two calendar years 1960-61 there were 48,239 advisory letters sent to drivers at the six-point level. In the same period, 10,921 interviews were conducted at the nine-point level. There were 3,532 suspensions for 12-point accumulations during the corresponding period.

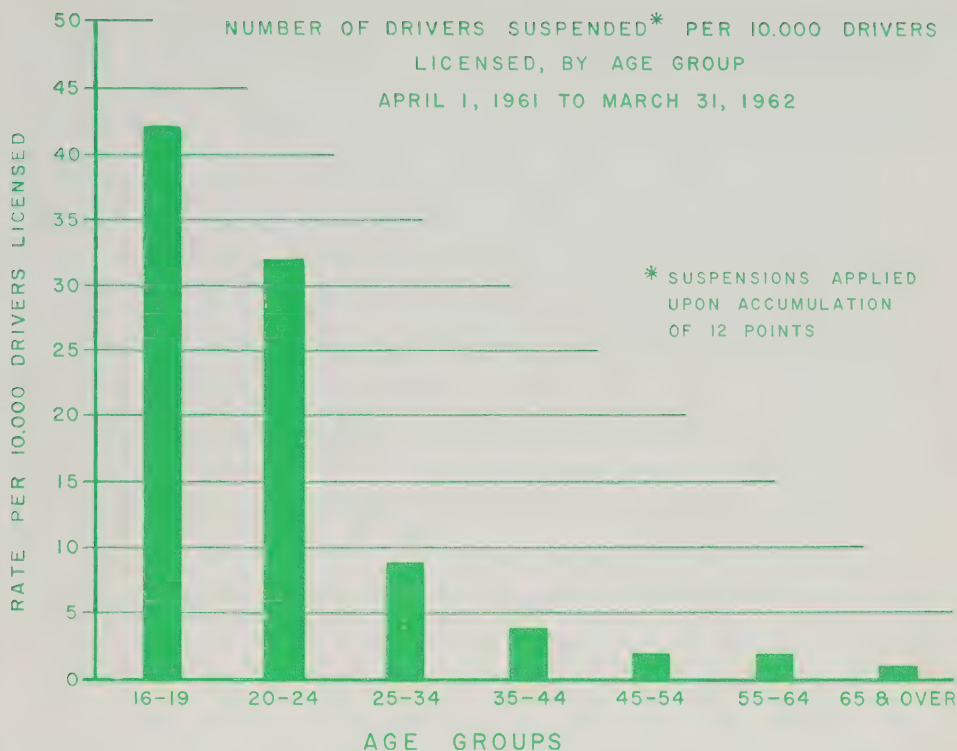
The 1961 figures for the Demerit Point System were: 26,961 advisory letters sent at the six point level; 6733 interviews were conducted; and the licences of 2,380 drivers were suspended upon accumulation of 12-or-more points. Cases where additions were made to the driver's record after being warned or interviewed represented 6.8% of the total 12 point suspensions.

The small percentage of drivers who accumulated additional points after receiving advisory letters shows that the System has been successful in improving the driving performance of a large share of the offenders.

Also under the heading of Driver Improvement, the Department deals with unfavourable records involving repeated drinking-and-driving offences, complaints, cases of drug addiction, or other frequent or flagrant offences, or accidents.







## DRIVER RECORDS

Under the provisions of the Highway Traffic Act courts must report convictions for violations of the traffic laws to the Department. There has been a steady increase in the number of convictions registered over the last few years. The year 1961 was no exception. There were 26,484 more convictions received in 1961 than in 1960. The trend to more general use of driver records by employers and other agencies is evident in that 9,216 more abstracts from these records were made and issued in 1961 than in the previous year.

To keep abreast of these demands, ten mechanized file units have been installed to house the driver record index. These constitute one of the most up-to-date systems in North America. The aim is to provide more rapid service in searching records and greater convenience to the public.

## FINANCIAL RESPONSIBILITY

The purpose of the Financial Responsibility Law is to ensure, within certain limits, reimbursement of damages to motor vehicle accident victims.

For more than thirty years Ontario law has been designed to encourage drivers and owners of motor vehicles to obtain liability insurance on a voluntary basis. This has been done in two ways:

- (1) Persons convicted of minor offences involving personal injury or property damage, who would otherwise be required to file proof of financial responsibility, are exempt from this requirement if there is a liability insurance policy in effect to cover the accident.
- (2) Persons whose vehicles are insured are not required, when registering the vehicle, to pay the additional uninsured motor vehicle fee. Up to December 31, 1961, this fee was \$5.00, but the amount was increased to \$20.00 effective the beginning of 1962. This change was recommended by the Select Committee on Automobile Insurance as a means of increasing the number of insured motor vehicles.

The law also provides that the driver who has shown lack of responsibility in the operation of a motor vehicle, shall have his driver's licence and motor vehicle permit suspended until he is able to prove his ability to pay for damages which he may cause in the future.

## THE UNSATISFIED JUDGMENT FUND

The Unsatisfied Judgment Fund has been in operation in Ontario since 1947, during which time more than 8,000 judgments have been paid to some 12,000 innocent victims of motor vehicle accidents. When payment from the Fund is made, the driver's licence and owner's permit and plates of the judgment debtor are immediately suspended.

The regulations governing re-instatement of judgment debtors was amended last year to allow consideration of all proposals for repayment on their merits — regardless of the amount proposed. This has led to a large and continued increase in the number of persons applying for the return of their driving privileges.

## MEDICAL BOARD

In considering the work of the Driver Control Branch it would be difficult to evaluate the relative importance of the various divisions. All divisions have distinctive and essential functions. Driver licensing is designed to ensure standards of driving ability and knowledge that will help drivers to avoid the errors that contribute to accidents. The area of responsibility of the Driver Improvement Division is the identification and treatment of drivers who persistently violate the traffic laws or who are involved in flagrant offences or repeated accidents. The Medical Section of the Branch has as its purpose the identification — leading to appropriate action — of drivers who suffer from physical, mental or emotional states or disabilities likely to impair driving ability.

To assist the Department in such cases a Medical Advisory Board was formed in 1945. At the present time Board members include a senior representative of the Department, who serves as Chairman, a certified psychiatrist, a neurologist, and a specialist in internal medicine. Meetings are normally held three times a month to consider medical histories and other documents relating to individual cases submitted. Following these meetings, recommendations are made by the Board to the Minister.

If conditions such as diabetes or epilepsy are known to have been controlled for a sufficiently long period, permission to drive is granted.

During the year, 1,029 cases were referred to the Board for their consideration. Of this number 698 were new cases. The licences of 186 drivers were withheld or withdrawn for medical reasons. Of these, 20 were subsequently reinstated. A further 442 drivers were allowed to retain their driving privileges, but were required to file satisfactory medical reports each year. While these totals are small in relation to the large number of drivers involved in accidents each year, they are nevertheless significant from the standpoint of safety.

The following table shows the types of cases referred to the Medical Board for consideration during 1961.

<i>TYPE OF CASE CONSIDERED</i>	<i>NO. OF NEW CASES</i>
Epilepsy	109
Heart	96
Diabetes	54
Strokes	146
Spells of undertermined origin	140
Nervous and mental conditions	150
Impaired by drugs	3
<i>TOTAL</i>	<u>698</u>





## VEHICLE INSPECTION

The trucking industry in Ontario has continued to grow and so, proportionately, have the duties of the Vehicle Inspection Personnel. Basically, these duties involved the licensing of vehicles and the enforcement of laws which govern the operation of vehicles used in the transportation of goods and people for compensation.

Evidence of the activities of the Inspectors is seen in the increasing number of applications for operating licences being received by the Ontario Highway Transport Board. Department Inspectors man all of the thirty-one permanent weigh stations in Southern Ontario. These scales are located on the roads used mainly by commercial transports and provide an excellent means of checking vehicles to ensure that they are operating in compliance with the terms of their respective operating licences.

In 1961, four new weigh scales were opened. They are located on No. 10 Highway, north of Victoria; on Highway No. 401 east of Halton-Peel County line and on No. 7 Highway at Glen Tay.

A number of portable scales are used on a supplementary basis in areas in which there are no permanent weight scales.

All garages, parking stations, used car lots and wrecking yards are inspected frequently throughout the year. This is to ensure that they are properly licensed and are keeping records as required under The Highway Traffic Act.

The Department also operates the vehicle inspection lanes at Falstaff Avenue and Keele Street in Toronto. Any motorist may avail himself of this service which consists of a thorough safety check, free of charge. This is inclusive of wheel alignment, front end, lights, brakes and other mechanical components with a total of 38 critical points of inspection. The entire examination takes about 10 minutes. This program was begun with a view to the promotion of safety and to determine the average condition of motor vehicles. The lanes also assist enforcement agencies in their continual check on unroadworthy vehicles.

Another important function of the Branch is the examination of all school buses in the province for mechanical fitness at least twice annually, by inspectors. Recent regulations have resulted in inspections being more exacting. Examinations are made throughout the year in addition to certificates of mechanical fitness which are required to be filed twice annually.

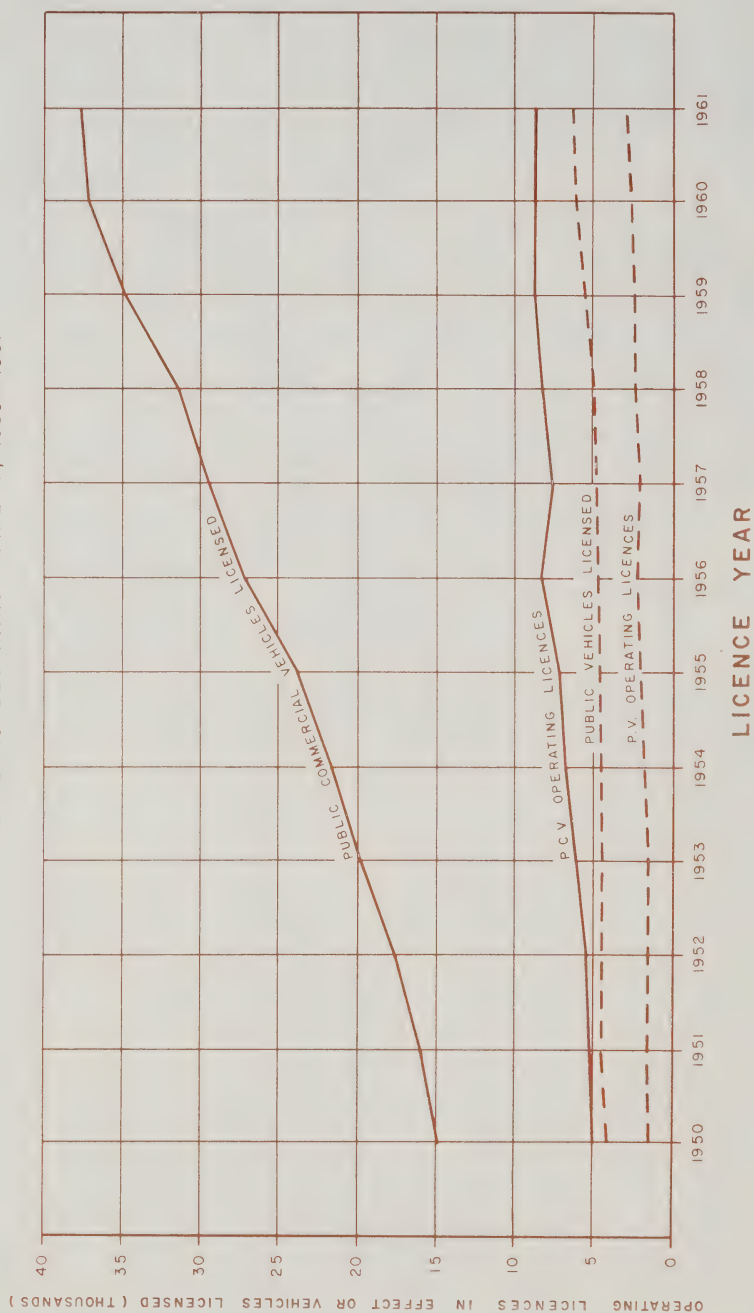
The examination entails the inspection of safety equipment which includes brakes, exterior and interior lighting, mirrors, heater and defroster, windshield wipers, tires, body construction, emergency exits and pushout windows, fire extinguishers, axe or claw bar and the various signs which are required under the regulations. In addition the chauffeur's licence of the school bus driver is inspected to ensure that he is the holder of a proper licence and qualified to operate the vehicle. The inspectors make it a point to observe, in their general patrol duties, the operation of school buses to ensure observance of safety regulations.

◀ *Department inspectors check dump truck's gross weight on portable scales.*



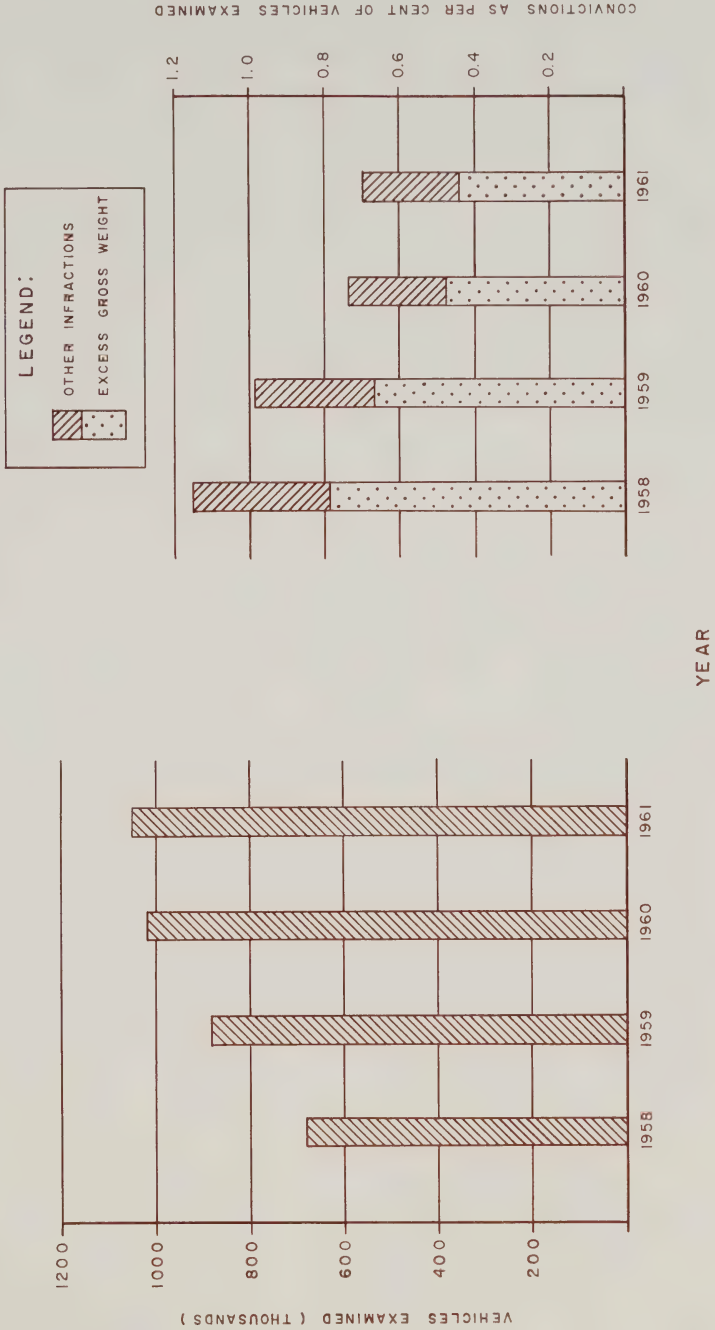
# PUBLIC COMMERCIAL VEHICLES AND PUBLIC VEHICLES OPERATING LICENCES AND VEHICLES LICENSED

LICENCE YEARS BEGINNING APRIL 1, 1950 - 1961



# VEHICLES EXAMINED AND PERCENTAGE OF CONVICTIONS OBTAINED BY DEPARTMENTAL INSPECTORS, 1958 - 1961

TRUCKS, COMBINATIONS, BUSES AND SCHOOL BUSES



SCHOOL BUS

DO NOT PASS WHEN  
SIGNALS FLASHING

THIS VEHICLE STOPS AT ALL RAILWAY CROSSINGS

5737-A

SCHOOL BUS  
V1221

BLUE BIRD



## ACCIDENT STATISTICS

The department maintains a specially equipped division to keep track of motor vehicle accidents in the province. Each month a comparative accident statistics report is prepared, plus a breakdown of accidents by urban areas of 10,000 population and over. This report is distributed to Chief Constables in urban areas and to township police, as well as the Ontario Provincial Police for their records.

On the average, 7,000 accident reports were received monthly from the various police departments throughout the province. These reports are coded and put on IBM cards for processing. From these is prepared a monthly "Summary of Motor Vehicle Accident Statistics".

Each quarter, a report is submitted to the Dominion Bureau of Statistics and a 15 page detailed annual report is also provided to the Bureau. "Accident Facts" is prepared in booklet form each year and distributed among police departments and other interested agencies.

## HIGHWAY SAFETY

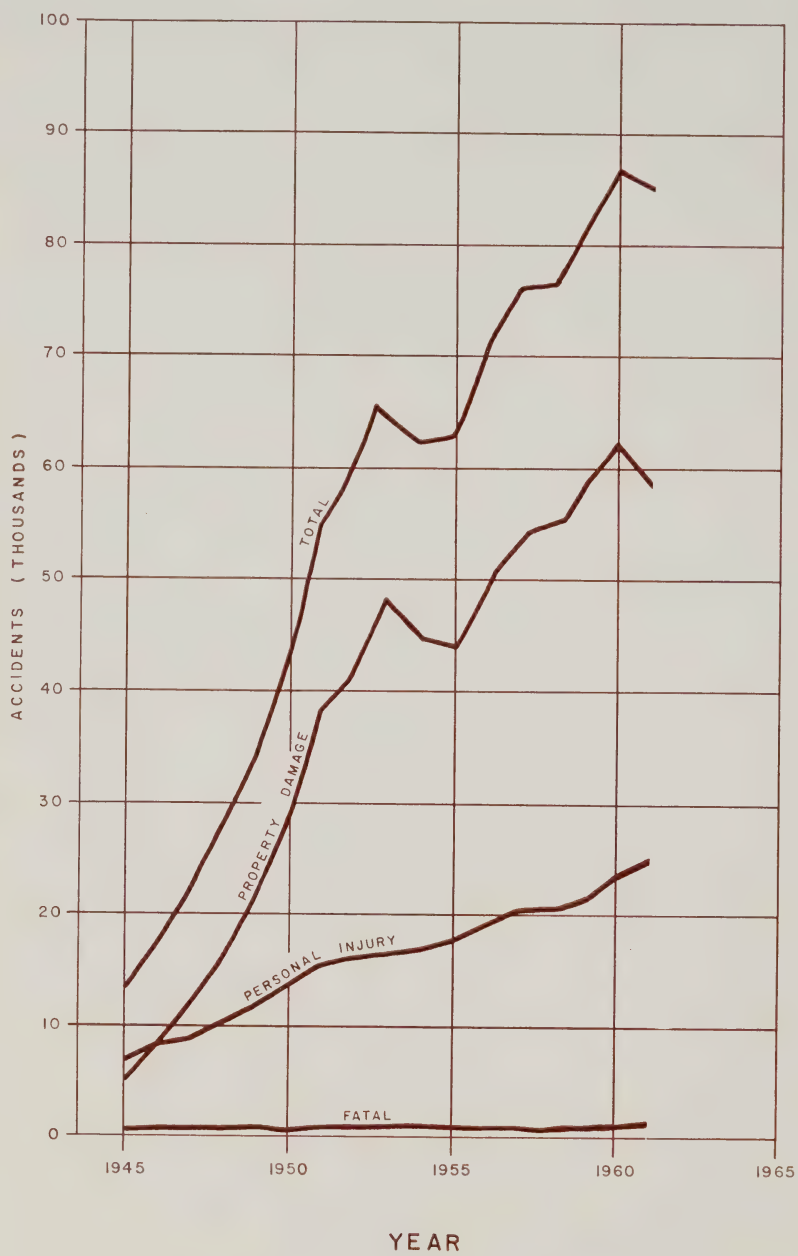
The year 1961 was one of much activity in the department's highway safety program, and in addition to numerous seasonal and special emphasis campaigns during the year, four major public education programs were produced.

A major addition in 1961 was the introduction of the department's new Mobile Traffic Safety Centre. This centre consists of a specially constructed aluminum trailer which is 30 feet in length and has a drop side to provide a covered stage. Various themes on highway safety were depicted by static displays and audio-visual devices. The trailer was exhibited at a number of fall fairs across the province during the year. In addition to this mobile exhibition, the department exhibited at the Canadian National Exhibition, the Central Canada Exhibition and Western Ontario Fair, while smaller displays were used at many other locations.

Road safety workshops, 1961, — the department's third annual traffic safety conference — was held in Toronto in January. The purpose, as with the provincial workshops, was to bring together leaders of business and industry, press, radio and television executives, labour leaders, the clergy, civic leaders, and members of traffic safety organizations. The object of the conference was to discuss and find improved methods of presenting and publicizing safety on the highway to the public.

# MOTOR VEHICLE ACCIDENTS REPORTED

1945 — 1961





## **SAFETY PROMOTION**

The department maintained four regional traffic safety specialists known as Accident Prevention Organizers, who were stationed in Northern, Eastern, Central and Western Ontario. These personnel worked closely with service clubs and other organizations, police, local authorities and school boards. They co-operated with radio and television stations and local newspapers to disseminate traffic safety information to the general public. In addition, they encouraged the formation of local safety councils, the organization of school safety patrols, and the acceptance of driver instruction courses in secondary schools.

Eleven new safety councils were started during 1961, bringing the total to eighty such councils in Ontario. Some 900 schools in Ontario now have safety patrols and approximately 20,000 school patrol members are actively engaged in the task of guarding the safety of their fellow students. Twenty-four new patrols were trained by the department's accident prevention organizers during the year.

Numerous talks, many of them including the use of safety films, were given to school boards, service clubs, home and school, and parent/teacher associations, and many other local bodies on different aspects of traffic safety.

The four major public education programs conducted by the department during 1961 were:

### **Check Your Car—Check Accidents**

This campaign was designed to encourage drivers to have their vehicles safety checked before undertaking summer driving. It was also used to publicize the department's vehicle safety check lanes at Downsview which resulted in a considerable increase in the number of vehicles going through these check lanes at that time.

### **Summer Safe Driving Campaign**

This important campaign stressed the great need for safe driving during the summer vacation months and was taken to the public by the use of billboards, radio, television and newspapers.

### **Child Traffic Safety**

For this campaign, special kits of safety material were prepared for school teachers which were sent to all elementary schools in Ontario. Through the support for this campaign from the various oil companies, posters were exhibited in garages, service stations and company dealerships.

### **Winter Safe Driving Campaign**

On December 1st, a campaign was launched by the department using the theme "Be Winter Wise — Winterize Your Driving, Too". For this campaign, an appeal was made to industry for their support which was well received, and excellent assistance and co-operation was given.

The program which was originally launched at the end of 1960 and which has met a real need among teachers for pre-school children, was continued in 1961. This was the traffic safety program for nursery schools and kindergartens. These courses were widely used by nursery Schools, Kindergartens, public health nurses, schools for retarded children, Sunday schools, television stations, day-care nurseries, and paediatric wards in hospitals. In June a special campaign was launched—the school closing campaign—for which a safety game was devised and copies were sent to every elementary school in Ontario.

The game's purpose was to remind the children of the need for remembering and obeying rules of traffic safety during the long vacation.

The department gave support, particularly through women's organizations, to a seat belt campaign sponsored by the Canadian Highway Safety Council. Background material was provided to these organizations to assist them in organizing campaigns in their own areas.

### DRIVER INSTRUCTION IN SECONDARY SCHOOLS

Throughout 1961, the department personnel continued to work on the promotion of driver instruction courses in secondary schools resulting in eight additional schools commencing courses during the year. A number of other schools indicated that they were considering the inclusion of driver instruction courses as an extra-curricular subject in their program for next year. At the end of 1961, there were fifty secondary schools in the Province offering courses of instruction to their students.

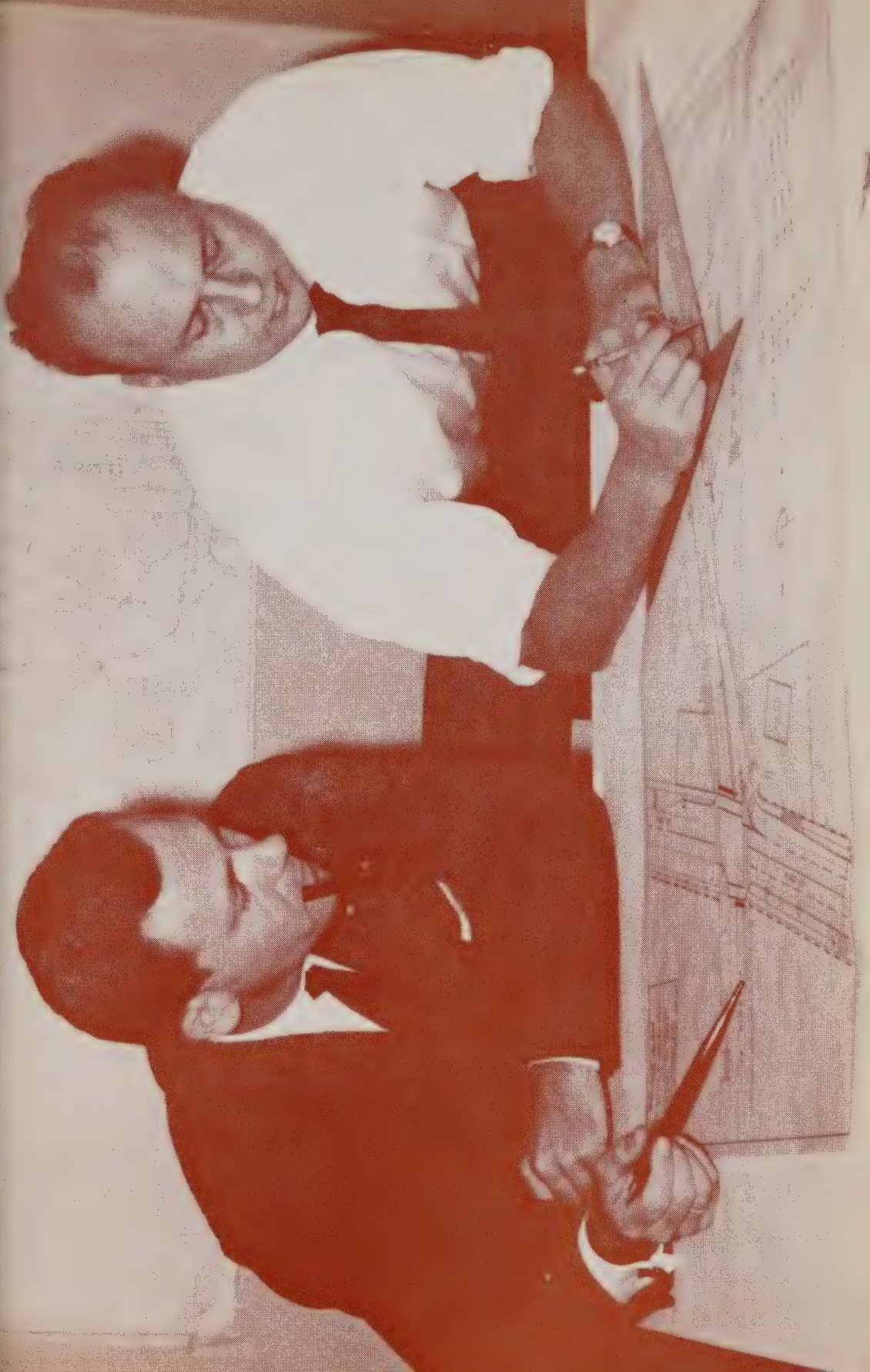
### TRAFFIC ENGINEERING

The main functions of the department's traffic engineers is to achieve improved traffic management throughout the whole of Ontario and its municipalities. Its purpose is to assure the safe and smooth flow of goods and people over the province's great road network, which is so vital to the economy of the province.

In order to achieve improved traffic management the department's traffic engineers use two avenues of approach. In the first instance, technical assistance is provided to the municipalities through studies and reports on specific problems in traffic operations. This service is provided upon request to those municipalities which do not require full time traffic engineers. Secondly, local traffic regulations are uniformly maintained through careful scrutiny and approval of municipal by-laws by this department. Among the other benefits accruing from uniform traffic regulations across the province is that essential one of achieving road safety.

*Department Traffic Engineers solving A Traffic Control Problem* ➤





# TRAFFIC ENGINEERING BRANCH

## TECHNICAL ASSISTANCE

VISITS TO MUNICIPAL COUNCILS & AUTHORITIES

REQUESTS FOR ASSISTANCE

STUDIES, REPORTS & DESIGNS



600

500

400

300

200

100

0

1958

1959

1960

1961

YEAR

TRAFFIC ENGINEERING BRANCH  
CREATED IN SEPTEMBER 1958

185

60

22

69

34

42

91

463

## APPROVALS

BY-LAWS

SIGNAL APPROVALS



1000

900

800

700

600

500

400

300

1957

1958

1959

1960

1961

YEAR

646

136

653

318

734

278

792

600

278

934

278

When a request for technical assistance is received from a municipality it is usually followed by a visit to that municipality. When a problem or problems are too complex to make on-the-spot recommendations, a field investigation is usually undertaken. A report is then submitted to the municipality and followed by a detailed discussion with the Municipal Council. Since traffic operational problems are seldom insular the apparent solution to the problem in one area quite frequently leads to unexpected problems in others.

The ever increasing demand being put on our roads with more people in larger and faster vehicles competing for the use of these roads, our traffic engineers are being faced each year, with additional and more complex management problems to solve.

## RESEARCH

The department maintains a research organization which keeps close liaison with other research groups which has resulted in the collection of many studies applicable to the problems of the department. These studies have been summarized and made available to the department executives for planning future activities. In addition, the research personnel made continued studies in many aspects of the department's activities.

The department continued the preparation of a uniform method of classifying motor vehicles and trailers in Canada for a committee of the Canadian Conference of Motor Transport Authorities. In the interest of international uniformity, contact was made and information exchanged with the United States authorities engaged on similar projects.

Some 1,600 Ontario licensed drivers were mailed questionnaires at the beginning of 1961 with the purpose of obtaining additional information on the composition of the driver population as well as on motor vehicle ownership and use. The replies were analyzed during the year and the results will aid the department in the investigation of accident causes and driving methods and contribute to the success of the motor vehicle taxation study.

## PERSONNEL

The Department's continued growth was reflected in the recruitment of 88 new employees. In addition 75 were hired as replacements. The total staff complement at December 31, 1961, was 915.

The Department cooperated with the Civil Service Commission in their reclassification program, and in their new and improved procedures for personnel administration.

Courses of instruction were conducted for all new staff employed on Vehicle Inspection and Driver Examination duties. By means of regular meetings and day to day contact, supervisors at all levels were aided in developing their employees.



## EMERGENCY MEASURES ORGANIZATION

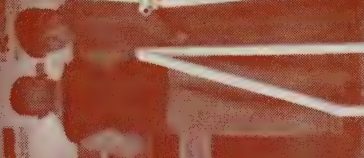
As in previous years, during 1961 the department was represented by a liaison officer on the inter-departmental committee, constituting the Emergency Measures Organization of Ontario. A number of meetings were held between department officials and leaders of the trucking and transit industry with the purpose of formulating a plan to utilize these agencies to their fullest extent in the event of a national emergency.

Department officials also attended the two national emergency measures exercises held at Camp Borden in Ontario. Plans for the continuity of the government in Ontario were prepared and submitted to EMO-Ontario.

*The Department's new Mobile Traffic Safety Centre. ➤*

# ONTARIO DEPARTMENT OF TRANSPORT

AVIATION DIVISION





---

## **APPENDIX TABLES**

---



TABLE 1: MOTOR VEHICLE REGISTRATIONS, 1903-1961

LICENCE YEAR*	PASSENGER	TRUCK AND TRACTOR	BUS	DUAL PURPOSE	MOTOR- CYCLE	TOTAL MOTOR VEHICLE	TRAILER
1903	178	.....		.....	.....	178	.....
1904	535	.....		.....	.....	535	.....
1905	553	.....		.....	.....	553	.....
1906	1,176	.....		.....	.....	1,176	.....
1907	1,530	.....		.....	.....	1,530	.....
1908	1,754	.....		.....	.....	1,754	.....
1909	2,452	.....		.....	.....	2,452	.....
1910	4,230	.....		.....	.....	4,230	.....
1911	11,339	.....		.....	.....	11,339	.....
1912	16,268	.....		.....	1,754	18,022	.....
1913	23,700	.....		.....	2,900	26,600	.....
1914	31,724	.....		.....	3,633	35,357	.....
1915	42,346	.....		.....	4,174	46,520	.....
1916	51,589	2,786		.....	4,287	58,662	.....
1917	78,861	4,929		.....	5,180	88,970	.....
1918	101,599	7,529		.....	5,002	114,130	.....
1919	127,860	11,428		.....	5,516	144,804	.....
1920	155,861	16,204		.....	5,496	177,561	.....
1921	181,978	19,554		.....	4,989	206,521	327
1922	210,333	24,164		.....	4,799	239,296	463
1923	245,815	28,612		.....	4,325	278,752	591
1924	271,341	31,488		.....	3,941	306,770	778
1925	303,736	34,690		.....	3,748	342,174	1,058
1926	343,992	39,012		.....	3,345	386,349	1,398
1927	386,903	43,442		.....	3,159	433,504	1,962
1928	429,426	54,714		.....	3,197	487,337	3,281
1929	473,222	55,218		8,226	3,541	540,207	4,903
1930	490,906	61,690		5,986	3,924	562,506	7,111
1931	489,713	64,256		4,177	4,070	562,216	9,996
1932	462,923	61,347		3,239	4,088	531,597	12,998

Included with truck and tractor



TABLE 1: CONTINUED

LICENCE	TRUCK AND			DUAL	MOTOR-	TOTAL	
YEAR*	PASSENGER	TRACTOR	BUS	PURPOSE	CYCLE	VEHICLE	TRAILER
1933	453,314	59,129	631	2,909	4,370	520,353	16,311
1934	470,617	63,771	665	2,724	4,468	542,245	19,871
1935	489,610	66,886	704	2,370	4,506	564,076	24,232
1936	514,211	69,924	769	†	4,553	589,457	27,930
1937	541,802	74,867	820	1,847	4,582	623,918	31,771
1938	580,364	80,758	884	1,876	5,206	669,088	39,059
1939	593,693	81,246	960	1,893	5,099	682,891	41,586
1940	610,576	84,980	1,058	1,855	5,403	703,872	44,650
1941	636,624	93,754	1,268	1,654	5,894	739,194	48,739
1942	611,897	94,318	1,518	1,543	6,104	715,380	48,795
1943	586,036	96,103	1,614	1,447	6,415	691,615	48,426
1944	568,223	97,869	1,743	1,321	5,901	675,057	48,900
1945	555,461	98,339	1,895	1,279	5,745	662,719	53,004
1946	585,604	115,002	2,215	1,303	6,982	711,106	61,114
1947	645,252	137,990	2,940	1,294	9,471	796,947	65,714
1948	698,384	159,388	3,201	1,199	11,086	873,253	69,425
1949	771,709	180,143	3,455	1,035	13,027	969,369	71,521
1950	881,143	199,188	3,612	6,428‡	13,709	1,104,080	72,519
1951	958,082	221,310	3,961	8,275	13,470	1,205,098	73,495
1952	1,024,816	239,675	3,916	9,939	13,407	1,291,753	74,937
1953	1,117,175	258,075	3,848	13,707	13,314	1,406,119	80,673
1954	1,187,725	268,269	3,972	17,560	12,454	1,489,980	86,839
1955	1,292,133	283,837	4,105	25,457	12,321	1,617,853	93,829
1956	1,365,874	293,049	4,280	35,385	11,652	1,710,240	100,472
1957	1,431,438	299,990	4,578	45,971	11,522	1,793,499	109,150
1958	1,492,039	303,473	4,844	58,418	10,148	1,868,922	119,917
1959	1,573,365	311,074	5,198	74,014	10,086	1,973,737	132,743
1960	1,640,346	314,291	5,899	92,587	9,361	2,062,484	136,514
1961	1,686,149	316,669	6,213	108,295	8,944	2,126,270	144,180

\* Licence plates bearing the number of a particular year are issued from January 1 of that year for a period of approximately 14½ months. However, the number issued after December 31 is relatively very small.

† Included with passenger cars.

‡ Beginning in 1950, station wagons and similar vehicles included in dual purpose.

**TABLE 2: LICENCES AND PERMITS ISSUED, 1957-1961 \***

CLASS OF LICENCE OR PERMIT:	1957	1958	1959	1960	1961
<b>Drivers' Licences:</b>					
Operators .....	1,299,467	1,357,647	1,419,201	1,473,685	1,512,054
Chauffeurs .....	789,084	818,770	851,045	881,882	902,561
Total: .....	2,088,551	2,176,417	2,270,246	2,355,567	2,414,615
<b>Other Documents:</b>					
Instruction Permits .....	426,834	414,300	428,301	424,977	330,085
Transfers .....	468,386	426,051	451,534	458,008	451,496
Transfers (dealers) .....	341,191	351,495	373,229	372,412	384,958
"In Transit" permits .....	14,522	14,384	19,448	17,212	28,490
Manufacturers' and dealers' permits .....	2,741	2,755	2,958	3,065	2,990
Motorcycle dealers' permits .....	9	11	13	20	16

\* Excluding motor vehicle and trailer permits, shown in Table 1.

**TABLE 3: PROPORTIONATE INCREASES OF (1) MEDIUM AND HEAVY COMMERCIAL VEHICLES (2) ALL COMMERCIAL VEHICLES, 1945-1960**

LICENCE YEAR	MEDIUM AND HEAVY COMMERCIAL*	INDEX No. (1950=100)	ALL COMMERCIAL**	INDEX No. (1950 = 100)
1945	2,081	18	153,238	56
1946	3,139	27	178,331	65
1947	4,787	42	206,644	75
1948	6,381	56	232,014	84
1949	8,199	72	255,119	93
1950	11,424	100	275,319	100
1951	15,082	132	298,766	109
1952	18,594	163	318,528	116
1953	22,761	199	342,596	124
1954	26,094	228	359,080	130
1955	31,945	280	381,771	139
1956	37,877	332	397,801	144
1957	41,780	366	413,718	150
1958	44,651	391	428,234	156
1959	50,533	442	449,015	163
1960	54,218	475	456,704	166

\* Trucks, tractors, trailers and buses with a registered gross weight of more than 10 tons.

\*\* All trucks, tractors, trailers and buses.

TABLE 4: PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY COUNTIES AND DISTRICTS 1960 and 1961

COUNTY OR DISTRICT	PASSENGER		COMMERCIAL		DUAL PURPOSE		TOTAL	
	1960	1961	1960	1961	1960	1961	1960	1961
Algoma.....	27,561	22,202	6,319	5,785	2,127	1,996	36,007	29,983
Brant.....	22,844	23,806	4,173	4,140	1,094	1,184	29,130	29,130
Bruce.....	12,109	12,572	3,166	3,303	368	412	15,643	16,287
Carleton.....	87,588	95,874	11,957	12,053	5,678	7,448	105,223	115,375
Cochrane.....	16,541	17,433	4,823	4,783	1,144	1,273	22,508	23,489
Dufferin.....	4,439	4,620	1,366	1,369	155	159	5,960	6,148
Dundas.....	4,417	4,548	1,273	1,285	168	184	5,858	6,017
Durham.....	10,108	10,328	2,327	2,327	517	574	12,884	13,229
Elgin.....	19,543	19,063	4,197	4,350	884	890	24,624	24,303
Essex.....	67,502	70,092	11,126	11,144	3,431	4,127	82,059	85,363
Frontenac.....	21,937	22,628	4,141	3,983	1,322	1,507	27,400	28,118
Glengarry.....	4,027	4,023	1,291	1,300	136	156	5,454	5,479
Grenville.....	5,994	6,053	1,263	1,331	280	356	7,537	7,740
Grey.....	16,407	16,698	3,752	3,776	615	720	20,774	21,194
Haldimand.....	8,674	8,620	2,534	2,508	349	365	11,557	11,493
Haliburton.....	1,966	1,929	810	842	156	153	2,932	2,924
Halton.....	34,061	34,698	4,707	4,729	2,325	2,854	41,093	42,281
Hastings.....	25,855	25,826	5,339	5,417	1,563	1,805	32,757	33,048
Huron.....	14,513	14,633	3,796	3,873	597	679	18,906	19,185
Kenora.....	7,354	8,816	2,961	3,227	707	814	11,022	12,857
Kent.....	26,899	26,779	7,203	7,844	1,068	1,243	35,170	35,866
Lambton.....	28,307	28,712	5,482	5,589	1,405	1,695	35,194	35,996
Lanark.....	10,431	10,025	2,376	2,375	475	525	13,282	12,925
Leeds.....	12,500	12,445	2,769	2,839	756	820	16,025	16,104
Lennox & Addington.....	5,571	5,550	1,681	1,709	245	258	7,497	7,537
Lincoln.....	35,793	36,647	6,571	7,247	1,970	2,330	44,334	46,224
Manitoulin.....	2,013	1,647	872	809	98	113	2,983	2,569
Middlesex.....	56,679	63,055	10,569	10,574	3,771	4,591	71,019	78,220
Muskoka.....	5,621	6,320	1,815	2,318	570	682	8,006	9,320

TABLE 4: PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY COUNTIES AND DISTRICTS 1960 and 1961—Continued

COUNTY OR DISTRICT	PASSENGER		COMMERCIAL		DUAL PURPOSE		TOTAL	
	1960	1961	1960	1961	1960	1961	1960	1961
Nipissing	13,825	14,014	3,690	3,654	1,054	1,051	45,311	18,719
Norfolk	13,743	13,849	4,272	4,140	551	674	12,629	18,663
Northumberland	9,647	9,790	2,508	2,517	474	531	18,569	12,838
Ontario	36,959	37,042	6,134	5,790	2,218	2,464	18,566	45,296
Oxford	21,498	21,416	5,497	5,282	876	1,041	27,871	27,739
Parry Sound	7,227	6,209	2,589	2,554	477	563	10,293	9,326
Peel	33,256	35,426	6,005	6,361	2,369	2,866	41,630	44,653
Perth	16,127	15,630	3,826	3,992	699	792	20,652	20,414
Peterborough	20,096	19,784	3,688	3,783	1,129	1,300	24,913	24,867
Prescott	5,157	5,305	1,596	1,614	191	216	6,944	7,135
Prince Edward	5,782	5,410	1,561	1,551	248	299	7,591	7,260
Rainy River	5,410	4,833	1,608	1,701	393	438	7,411	6,972
Renfrew	20,189	19,878	4,894	4,240	1,176	1,290	26,259	25,408
Russell	4,008	4,030	1,285	1,294	168	169	5,461	5,493
Simcoe	35,443	36,014	7,881	8,365	2,162	2,439	45,486	46,818
Stormont	13,248	12,858	2,513	2,477	620	713	16,381	16,048
Sudbury	32,695	33,862	7,718	6,909	2,070	2,351	42,483	43,122
Thunder Bay	31,993	33,187	7,622	7,483	2,052	2,523	41,667	43,193
Temiskaming	10,291	9,755	3,206	3,240	633	668	14,130	13,663
Victoria	8,388	8,339	2,257	2,247	334	548	10,979	11,134
Waterloo	48,472	50,983	7,804	8,038	2,983	3,801	59,259	62,822
Welland	45,277	42,949	6,892	7,091	2,655	2,772	54,824	52,812
Wellington	22,583	22,915	4,822	4,419	1,045	1,138	28,450	28,472
Wentworth	92,467	96,127	13,963	14,027	5,412	6,319	111,842	116,473
York	487,905	510,882	84,800	87,284	26,325	31,416	599,030	629,582
Non-Residents	1,406	—	968	—	299	—	2,673	—
TOTAL	1,640,346	1,686,149	320,190	322,882	92,587	108,295	2,053,123	2,117,326



TABLE 5: PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY CITIES, 1960-1961

CITY	PASSENGER		COMMERCIAL		DUAL PURPOSE		TOTAL	
	1960	1961	1960	1961	1960	1961	1960	1961
Barrie.....	6,811	7,027	1,010	1,116	510	605	8,331	8,748
Belleville.....	8,246	8,572	1,282	1,261	599	732	10,127	10,565
Brantford.....	15,903	16,993	2,240	2,251	794	933	18,937	20,177
Brockville.....	4,950	5,210	633	630	328	347	5,911	6,187
Chatham.....	8,585	8,519	1,891	1,795	455	512	10,931	10,826
Conwall.....	9,389	9,116	1,457	1,416	477	540	11,323	11,072
Fort William.....	10,946	11,637	1,971	1,955	503	760	13,420	14,352
Galt.....	7,614	7,700	904	922	398	478	8,916	9,100
Guelph.....	10,904	11,010	1,435	1,403	640	664	12,979	13,077
Hamilton.....	69,633	72,037	9,763	9,579	3,427	4,051	82,823	85,667
Kingston.....	14,872	16,006	2,163	2,010	909	1,080	17,944	19,096
Kitchener.....	20,471	21,174	2,970	2,982	1,308	1,570	24,749	25,726
London.....	39,818	45,769	5,786	5,412	2,648	3,230	48,252	54,411
Niagara Falls.....	14,864	12,533	1,905	1,933	859	994	17,628	15,460
North Bay.....	8,795	8,990	1,617	1,588	650	600	11,062	11,178
Oshawa.....	17,887	18,007	2,294	2,349	1,014	1,104	21,195	21,460
Ottawa.....	72,308	78,015	9,100	8,742	4,291	5,620	85,699	92,377
Owen Sound.....	4,911	4,907	747	727	225	269	5,888	5,903
Peterborough.....	13,638	13,482	1,762	1,743	803	895	16,203	16,120
Port Arthur.....	11,446	11,684	2,245	2,122	792	916	14,483	14,722
St. Catharines.....	21,112	22,011	2,500	3,191	1,070	1,307	24,682	26,509
St. Thomas.....	8,602	8,271	879	964	496	428	9,977	9,663
Sarnia.....	16,026	16,318	1,889	1,938	919	1,102	18,834	19,358
Sault Ste. Marie.....	14,341	14,934	2,875	2,929	1,108	1,249	18,324	19,112
Stratford.....	5,795	5,680	731	713	309	356	6,835	6,749
Sudbury.....	16,888	18,252	3,177	3,373	1,059	1,260	21,124	22,885
Timmins.....	5,648	5,863	1,421	1,373	420	423	7,489	7,659
Toronto (Greater).....	448,398	457,814	78,326	75,913	20,496	24,891	547,220	558,618
Waterloo.....	5,438	5,669	595	617	319	382	6,352	6,668
Welland.....	9,472	9,555	1,112	1,216	468	570	11,052	11,341
Windsor (Greater).....	41,327	42,194	5,390	4,743	1,897	2,226	48,614	49,163
Woodstock.....	6,013	5,927	1,028	750	315	368	7,356	7,045
TOTAL.....	971,051	1,000,876	153,098	149,656	50,506	60,462	1,174,655	1,210,994



**TABLE 6: PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES  
IN EFFECT, LICENCE YEARS BEGINNING APRIL 1, 1956-1961**

CLASS OF LICENCE	1956	1957	1958	1959	1960	1961
A	206	203	201	184	183	187
B	35	32	32	30	30	28
C	545	505	476	438	430	443
D	503	581	670	742	817	862
E	715	679	699	669	667	679
F	5,091	4,751	4,962	5,457	5,001	5,291
FS	364	354	342	337	337	338
H	140	144	151	149	158	159
K	114	126	126	134	145	147
L	44	49	51	55	61	64
X	378	548	600	675	699	†437
X only	—	—	—	—	—	312
TOTAL: .....	8,135	7,972	8,310	8,870	8,528	8,947

† Holders of these 'X' licences also hold other classes of licence.

**TABLE 7: PUBLIC COMMERCIAL VEHICLES LICENSED,  
LICENCE YEARS BEGINNING APRIL 1, 1956-1961**

CLASS OF LICENCE	1956	1957	1958	1959	1960	1961
A	9,328	9,844	9,812	11,143	11,599	11,780
B	96	96	117	132	104	99
C	2,659	2,922	3,256	3,726	3,851	3,692
D	3,206	4,089	4,417	4,789	5,065	5,386
E	1,011	1,036	1,064	1,085	1,088	1,129
F	7,780	8,008	8,332	8,778	9,051	9,247
FS	716	698	712	659	724	744
H	850	885	939	958	1,061	1,096
K	287	320	342	375	406	406
X only	1,283	1,790	2,511	3,153	3,497	3,843
TOTAL:	27,216	29,688	31,502	34,798	36,446	37,422

**TABLE 8: GARAGE LICENCES ISSUED, 1958-1961**

CLASS OF LICENCE	1958	1959	1960	1961
A	8,352	9,268	9,117	9,299
B	3,913	4,457	4,785	4,989
C	788	911	907	949
TOTAL:.....	13,053	14,636	14,809	15,237

**EXPLANATION:**

Class A: Licence to store motor vehicles, deal in motor vehicles and conduct a garage business, parking station, parking lot or used car lot.

Class B: Licence to service and repair motor vehicles.

Class C: Licence to buy and wreck motor vehicles.

**TABLE 9: RATIO OF PUBLIC COMMERCIAL VEHICLES TO OPERATING LICENCES\*—LICENCE YEARS BEGINNING APRIL 1, 1953 - 1961**

LICENCE YEAR	CLASS OF LICENCE									ALL CLASSES*
	A	B	C	D	E	F	FS	H	K	
1953	31.84	1.92	3.70	5.44	1.36	1.52	1.61	4.83	2.32	3.30
1954	35.60	1.95	4.08	5.26	1.37	1.45	1.68	5.02	2.48	3.14
1955	39.65	2.11	4.51	5.40	1.42	1.52	1.82	5.41	2.52	3.19
1956	45.28	2.74	4.88	6.37	1.41	1.53	1.97	6.07	2.52	3.36
1957	48.49	3.00	5.79	7.04	1.53	1.69	1.97	6.15	2.54	3.78
1958	48.82	3.66	6.84	6.59	1.52	1.68	2.08	6.22	2.71	3.79
1959	60.56	4.40	8.51	6.45	1.62	1.61	1.96	6.43	2.80	3.89
1960	63.38	3.47	8.96	6.20	1.63	1.81	2.15	6.72	2.80	4.24
1961	62.99	3.54	8.33	6.25	1.66	1.75	2.20	6.89	2.76	4.18

\* Excluding Classes L and X.

**TABLE 10: PUBLIC VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS BEGINNING APRIL 1, 1956-1961**

CLASS OF LICENCE	1956	1957	1958	1959	1960	1961
Public Vehicle .....	235	227	234	216	235	243
Extra-Provincial (Class X) .....	—	36	108	135	147	155
School Vehicle .....	1,874	1,758	1,897	1,937	2,144	2,233
TOTAL .....	2,109	2,021	2,239	2,288	2,526	2,631

**TABLE 11: PUBLIC VEHICLES LICENSED, LICENCE YEARS BEGINNING APRIL 1, 1956 - 1961**

CLASS OF LICENCE	1956	1957	1958	1959	1960	1961
Public Vehicle .....	2,705	2,677	2,806	2,807	2,787	2,927
Extra-Provincial (Class X) .....	—	11	19	16	18	18
School Vehicle .....	2,034	2,212	2,380	2,719	2,988	3,296
<b>TOTAL .....</b>	<b>4,739</b>	<b>4,900</b>	<b>5,205</b>	<b>5,542</b>	<b>5,793</b>	<b>6,241</b>

**TABLE 12: SPECIAL PERMITS ISSUED, 1958-1961**

Class of Permit .....	1958	1959	1960	1961
S. (Single trip) .....	5,700	7,251	8,300	10,060
S.T. (Short term) .....	500	600	740	930
L.T. (Long term) .....	5,000	6,200	7,120	9,269
<b>TOTAL</b>	<b>11,200</b>	<b>14,051</b>	<b>16,160</b>	<b>20,259</b>

Explanation: Special Permits are issued pursuant to Section 53(1) of the Highway Traffic Act for the moving of heavy vehicles, loads, objects or structures in excess of the limits prescribed in Sections 52 or 58 of the Act.

**TABLE 13: RESULTS OF PROSECUTIONS BY THE VEHICLE INSPECTION BRANCH, JANUARY 1 — DECEMBER 31, 1960 AND 1961**

STATUTORY AUTHORITY	SECTION OF ACT	DISMISSALS		CONVICTIONS		TOTAL	
		1960	1961	1960	1961	1960	1961
Public Commercial Vehicles Act	Sec. 2-1(a): no operating licence	18	17	172	231	190	248
	Sec. 2-1(b): operat- ing in contravention	21	27	183	244	204	271
	Sec. 2-3: no vehicle licence	22	34	437	437	459	471
	Other infractions	2	6	20	39	22	45
Motor Vehicle Transport Act (Canada)	Sec. 3-1: no operating licence and operating in contravention	20	6	175	144	195	150
Highway Traffic Act	Sec. 54-1: excess gross weight	104	83	4,888	4,585	4,992	4,668
	Other infractions	49	49	1,508	1,562	1,557	1,611
Public Vehicles Act		.....	.....	.....	1	.....	1
Motor Vehicle Fuel Tax Act		2	1	16	23	18	24
<b>TOTAL .....</b>		<b>238</b>	<b>223</b>	<b>7,399</b>	<b>7,266</b>	<b>7,637</b>	<b>7,489</b>

**TABLE 14: DRIVER EXAMINATIONS CONDUCTED BY DEPARTMENT, 1961  
RESULTS OF FIRST ATTEMPTS ONLY**

TOTAL		PASSED		FAILED	
No.	%	No.	%	No.	%
153,355*	100.0	98,022	63.9	55,333	36.1

\* This total does not include 8,598 tests conducted prior to April, 1961, by fee examiners.

**TABLE 15: DRIVER RE-EXAMINATIONS CONDUCTED ON APPLICATIONS  
FOR AUTHORITY TO DRIVE A SCHOOL BUS,  
RESULTS OF FIRST ATTEMPTS ONLY, 1961**

TOTAL		PASSED		FAILED	
No.	%	No.	%	No.	%
5,192	100.0	4,313	83.1	879	16.9

**TABLE 16: FAILURES FOLLOWING DRIVER EXAMINATIONS CONDUCTED BY  
DEPARTMENT, 1961—ANALYSIS OF FIRST ATTEMPTS ONLY**

TOTAL		TYPE OF FAILURE					
		INSIDE TEST ONLY		ROAD TEST ONLY		BOTH TESTS	
No.	%	No.	%	No.	%	No.	%
55,333	100.0	4,967	9.0	40,138	72.5	10,228	18.5



**TABLE 17: FAILURES FOLLOWING DRIVER RE-EXAMINATIONS CONDUCTED ON APPLICATIONS FOR AUTHORITY TO DRIVE SCHOOL BUS ANALYSIS OF FIRST ATTEMPTS ONLY, 1961**

TOTAL		TYPE OF FAILURE					
		INSIDE TEST ONLY		ROAD TEST ONLY		BOTH TESTS	
No.	%	No.	%	No.	%	No.	%
879*	100.0	30	3.4	781	88.9	68	7.7

\* Does not include 18 applicants who failed to meet physical standards.

**TABLE 18: DRIVER EXAMINATIONS CONDUCTED BY THE DEPARTMENT SHOWING MONTHLY VOLUME AND PEAK WORKLOAD PERIODS**

MONTH	YEAR 1960	YEAR 1961
JANUARY .....	9,161	11,429
FEBRUARY .....	9,773	10,203
MARCH .....	19,992	18,476
APRIL .....	10,120	13,542
MAY .....	12,948	25,036
JUNE .....	16,418	26,712
JULY .....	16,857	25,949
AUGUST .....	15,327	28,139
SEPTEMBER .....	17,001	22,573
OCTOBER .....	12,666	20,155
NOVEMBER .....	14,020	18,210
DECEMBER .....	11,017	12,080
	165,300	232,504



**TABLE 19: FINANCIAL RESPONSIBILITY SUSPENSIONS LIFTED BY REASON OF REINSTATEMENT, 1961**

OFFENCE	F.R. FILED*	EXPIRED† OR CANCELLED‡	TOTAL
Speeding .....	27	87	114
No driver's licence .....	103	1,448	1,551
Improper lights .....	10	26	36
Defective brakes .....	72	165	237
Improper turning, passing, etc. ....	1,411	1,787	3,198
Failure to report accident .....	152	335	487
Careless driving .....	1,748	4,405	6,153
Reckless driving .....	1	2,379	2,380
Leaving scene of accident .....	822	1,236	2,058
Impaired driving .....	5,501	7,776	13,277
Drunk driving .....	371	2,604	2,975
Theft of motor vehicle .....	2	522	524
Criminal negligence .....	43	198	241
Motor manslaughter .....	0	12	12
Other offences .....	69	290	359
Failure to satisfy judgment .....	1,071	603	1,674
Cancellation of proof of financial responsibility .....	1,847	3,354	5,201
<b>TOTAL .....</b>	<b>13,250</b>	<b>27,227</b>	<b>40,477</b>

\* Including suspensions applied prior to 1961.

† Suspensions which had been in effect for at least two years. Proof of financial responsibility no longer required.

‡ Suspensions cancelled for various reasons, e.g., convictions quashed on appeal or inaccurately reported.

**TABLE 20: TYPE OF FINANCIAL RESPONSIBILITY FILED, 1961**

TYPE	NUMBER
Vehicle policy insurance certificate .....	10,570
Driver's policy insurance certificate .....	2,653
Fleet insurance certificate .....	23
P.C.V. or P.V. insurance certificate .....	4
Surety bonds .....	—
Money or securities .....	—
<b>TOTAL .....</b>	<b>13,250</b>

**TABLE 21. NUMBER OF PERSONS BY AGE GROUP,  
WHO FILED PROOF OF LIABILITY INSURANCE COVERAGE  
PURSUANT TO SECTION 112, HIGHWAY TRAFFIC ACT, 1961**

AGE	NUMBER REQUIRED TO FILE	INSURANCE FILED	
		No.	%
Under 21 .....	4,566	2,622	57.4
21-24 .....	2,272	1,406	61.9
25-39 .....	7,175	5,293	73.8
40-54 .....	3,545	2,951	83.2
55-64 .....	1,480	1,292	87.3
65 & over .....	810	683	84.3
Unknown .....	2,568	1,818	70.8
TOTAL.....	22,416	16,065	71.7

**TABLE 22: CONVICTIONS AND COMMITTALS FOR TRIAL  
UNDER THE CRIMINAL CODE (CANADA), 1960 AND 1961**

SECTION OF ACT	OFFENCE	NUMBER	
		1960	1961
191	Criminal Negligence .....		5
192	Causing death by criminal negligence .....	26	26
193	Causing bodily harm by criminal negligence .....	11	15
207	Motor manslaughter .....		
221 (1)	Criminal negligence .....	121	101
221 (2)	Leaving scene of accident .....	1,655	1,595
221 (4)	Dangerous Driving .....		87
222	Driving while intoxicated .....	906	864
223	Driving while ability impaired .....	9,349	9,437
225	Driving while disqualified .....	2,484	2,652
	TOTAL:.....	14,552	14,782

**TABLE 23: SUMMARY OF CONVICTIONS AND COMMITTALS  
FOR TRIAL 1957 - 1961**

STATUTE	1957	1958	1959	1960	1961
Highway Traffic Act .....	237,659	336,878	326,575	386,224	412,477
Criminal Code (Canada) .....	12,445	13,157	12,054	14,552	14,782
TOTAL .....	250,104	350,035	338,629	400,776	427,259

**TABLE 24: DRIVERS SUSPENDED PENDING FILING OF PROOF OF FINANCIAL RESPONSIBILITY, 1957 - 1961**

OFFENCE	1957	1958	1959	1960	1961
Speeding .....	122	136	83	51	65
No driver's licence .....	523	590	620	713	731
Improper lights .....	24	22	21	32	17
Defective brakes .....	120	131	159	159	147
Improper turning, signalling, etc. ....	1,365	1,580	2,254	3,004	2,938
Failure to report an accident .....	294	271	292	390	365
Careless driving .....	5,184	4,868	2,765	3,792	3,682
Leaving scene of accident .....	864	1,108	1,173	1,554	1,610
Driving while intoxicated .....	1,169	1,245	927	1,012	981
Driving while ability impaired .....	8,163	9,283	8,233	9,651	10,020
Theft of motor vehicle .....	57	2	.....	.....	.....
Motor manslaughter .....	.....	1	.....	.....	.....
Criminal negligence .....	177	160	155	157	169
Other offences .....	203	108	177	156	209
Failure to satisfy a judgment .....	1,794	2,827	2,451	2,580	2,702
Cancellation of proof of F.R.* .....	3,078	3,251	2,621	2,648	3,145
<b>TOTAL</b> .....	<b>23,137</b>	<b>25,583</b>	<b>21,931</b>	<b>25,899</b>	<b>26,781</b>

\* Proof of financial responsibility filed, but cancelled before two-year period expired.

**TABLE 25: EFFECTIVE PERIODS OF SUSPENSION, 1957-1961**

PERIODS	1957	1958	1959	1960	1961
Not more than three months .....	6,012	6,654	5,667	7,802	9,192
More than three months but not more than six months .....	4,511	4,643	3,863	5,051	6,112
More than six months, but not more than one year .....	1,479	1,572	1,120	1,438	1,722
More than one year, but not more than two years .....	227	317	268	289	441
More than two years, but not more than three years ....	125	120	67	95	108
Indefinite .....	684	644	493	860	1,218
Until Judgment Paid .....	1,794	2,827	2,451	2,580	2,702
Until proof of financial responsibility filed .....	8,902	9,273	8,699	10,576	10,706
<b>TOTAL</b> .....	<b>23,734</b>	<b>26,050</b>	<b>22,628</b>	<b>28,691</b>	<b>32,201</b>

**TABLE 26: SUSPENSIONS OF DRIVERS' LICENCES, 1960 - 1961**

CAUSE OF SUSPENSION	1960	1961	% CHANGE
By judge or magistrate as penalty upon conviction for:			
Driving while intoxicated .....	113	208	
Impaired driving .....	924	1,945	
Careless driving .....	1,432	1,513	
Failure to remain at scene of accident .....	406	508	
Criminal negligence .....	84	89	
Other offences .....	115	187	
<b>TOTAL:</b> .....	<b>3,074</b>	<b>4,450</b>	<b>+ 44.8</b>
<b>Demerit Point System†:</b>			
Obtaining licence by misrepresentation .....	185	90	
Accumulation of 12 or more points .....	1,152	2,380	
Failure to attend an interview .....	260	310	
As a result of interview .....	76	90	
Driving under suspension* .....	—	646	
<b>TOTAL:</b> .....	<b>1,673</b>	<b>3,516</b>	<b>+110.2</b>
<b>Section 25 H.T.A.</b>			
Mental or physical condition .....	270	326	
Re-examination of driving ability .....	119	285	
Operating record .....	733	519	
Driving under suspension* .....	—	798	
<b>TOTAL:</b> .....	<b>1,122</b>	<b>1,928</b>	<b>+ 71.8</b>
<b>Section 20 H.T.A.</b>			
Automatic suspensions for driving while intoxicated .....	895	771	
Criminal negligence .....	45	56	
<b>TOTAL:</b> .....	<b>940</b>	<b>827</b>	<b>— 12.0</b>
<b>Section 21 H.T.A.</b>			
Automatic suspensions for driving while ability impaired .....	8,726	8,072	<b>— 7.5</b>
<b>Section 111(1) H.T.A.</b>			
Suspension until proof of financial responsibility field** .....	10,576	10,706	<b>+ 1.2</b>
<b>Section 113(1) H.T.A.</b>			
Failure to pay judgment .....	2,580	2,702	<b>+ 4.7</b>
<b>GRAND TOTAL</b> .....	<b>28,691</b>	<b>32,201</b>	<b>+ 12.2</b>

\*\* With the exception of the demerit point system and Section 25 H.T.A., all other suspensions in this table required proof of financial responsibility before reinstatement. In these cases, where the drivers concerned had motor vehicles registered in their names, the permits for these vehicles were also suspended.

\* Suspension applied for this offence previously included with suspension for "Operating Record".

† Also, see table "Addition Action Under Point System, 1961".



**TABLE 27: CONVICTIONS AND COMMITTALS FOR TRIAL  
UNDER THE HIGHWAY TRAFFIC ACT, 1960-1961**

SECTION OF ACT	OFFENCE	1960	1961
6	Failure to register a motor vehicle .....	521	481
7-1, 25-3, Reg. 23	Obtain license fraudulently .....	406	217
7-2	Failure to notify change of address .....	3,372	3,737
8	Failure to have number plates .....	7,647	7,253
9	Failure to notify Department of change of ownership .....	2,972	3,330
10	Improper use of number plates .....	2,336	3,335
13	Failure to have operator's licence .....	10,010	10,324
14	Failure to produce operator's licence .....	6,396	7,262
16	Failure to have chauffeur's licence .....	360	614
17	Failure to produce chauffeur's licence .....	167	458
18	Operation of motor vehicle by person under 16 .....	112	158
25-2	Unlawful possession of permit .....	180	126
26	Driving while permit or licence suspended ...	7	6
31, 32	No garage licence .....	38	90
33	Improper lights .....	12,475	12,560
35	Defective brakes .....	7,817	8,214
37	Faulty equipment (mirror, windshield etc)....	1,592	1,219
42	Unnecessary noise .....	12,569	13,240
48, 49	Unsafe vehicle .....	801	745
51	No name of owner on commercial vehicle ...	3,410	3,870
52	Overweight re tires .....	388	409
54	Load in excess of permit issued .....	11,742	10,998
56	Overhanging load .....	1,076	929
58	Excessive width or length of vehicle .....	1,712	1,062
59	Speeding (a) 31 m.p.h. or more over limit ...	2,109	1,876
	(b) 11 m.p.h. up to 30 m.p.h. over limit .....	74,356	73,576
	(c) up to 10 m.p.h. over limit .....	107,353	129,253
60	Careless driving .....	10,876	10,153
62	Unnecessarily slow driving .....	90	115
63, 66, 67, 79 (1)	Failure to yield right of way .....	1,925	2,133
68-1	Improper right turn .....	1,626	1,756
68(2) (3) (4) (5) (6)	Improper left turn .....	4,992	5,520
69-1	Failure to signal for turn .....	1,927	1,592
64, 70 (4) (5) (6-8)	Failure to obey stop sign or signal light .....	66,347	65,184
71(4) (6) (7) 73(1) (2)	Improper passing .....	2,916	3,518
71 (1) (2) (3)	Failure to share the road .....	1,663	1,617
72	Driving to the left of centre of highway ...	2,783	2,822
75	Wrong way on one way street .....	4,818	5,578
76, 77	Improper driving where highway divided into lanes .....	1,402	2,085
78 (1) (2) 79 (2)	Following too closely .....	3,092	2,813
84	Improper opening of vehicle doors .....	246	240
86, 87	Improper passing of street cars or horses ...	253	250
88	Failure to use passing beam .....	973	1,825
89 (7) (8)	Failure to have flares or warning lights ...	265	269
89	Others .....	1,345	1,100
91	Racing .....	133	108
94(4) (a) (b)	Failing to stop for school bus .....	167	315
95 (1) 98	Soliciting rides and littering highway.....	201	229
143	Failure to report an accident .....	807	824
	Pedestrian cross-walks (by-law) .....	3,144	2,616
	Other offences .....	2,307	4,473
	Total .....	386,224	412,477



**TABLE 28: UNSATISFIED JUDGMENT FUND STATEMENT OF PAYMENTS INTO AND OUT OF THE FUND JULY 1, 1947—MARCH 31, 1962**

PERIOD	PAYMENTS IN					
	(1)	(2)	TOTAL	CLASS "A" JUDGMENTS (3)		
	BY FEES	BY REPAY- MENTS		No.	AMOUNT	TAXED COS
	\$	\$	\$		\$	\$
July 1/47 to March 31/48	.....	.....	.....	3	2,028.00	850.
April 1/48 to March 31/49	477,850.00	1,178.42	479,028.42	89	161,686.83	38,203.
April 1/49 to March 31/50	673,020.00	10,897.87	683,917.87	233	357,146.66	96,556.
April 1/50 to March 31/51	738,128.00	22,025.12	760,153.12	262	469,313.43	121,070.
April 1/51 to March 31/52	757,160.00	32,909.77	790,069.77	346	672,523.22	163,217.
April 1/52 to March 31/53	1,523,109.50	44,618.12	1,567,727.62	402	872,822.29	224,444.
	Treasury Loan		650,000.00			
April 1/53 to March 31/54	1,731,607.00	71,198.19	1,802,805.19	485	1,158,382.37	315,218.
April 1/54 to March 31/55	1,854,739.50	118,204.38	1,972,943.88	599	1,292,739.62	342,851.
April 1/55 to March 31/56	1,967,426.00	117,258.45	2,084,684.45	561	1,347,428.66	321,325.
April 1/56 to March 31/57	2,059,205.00	142,464.18	2,201,669.18	597	1,414,148.85	333,091.
April 1/57 to March 31/58	2,162,365.00	180,087.86	2,901,572.86	522	1,350,259.31	308,381.
	† 559,120.00					
April 1/58 to March 31/59	2,214,538.00	214,565.88	3,872,503.88	1189	2,440,233.98	513,398.
	†1,443,400.00					
April 1/59 to March 31/60	2,409,519.00	316,480.72	4,370,189.72	851	1,948,623.81	399,893.
	†1,644,190.00					
April 1/60 to March 31/61	2,466,339.00	357,235.95	4,426,949.95		1,900,508.84	397,259.
	†1,603,375.00			913		
April 1/61 to March 31/62	2,473,754.00	366,581.94	4,347,025.94	1059	2,329,578.24	478,787.
	† 821,510.00					
	†† 685,180.00					
TOTAL	30,265,535.00	1,995,706.85	32,261,241.85	8111	17,717,424.11	4,054,550.

(1) \$1.00 fee collected annually from each person issued an operator's or chauffeur's licence.

† Effective Jan. 1/58 to Dec. 31/61 an additional fee of \$5.00 collected upon the issuance or transfer of a motor vehicle permit unless the owner is insured under a liability policy for limits of at least \$10,000/20,000/5,000.

†† Effective Jan. 1/62 an additional fee of \$20.00 collected upon the issuance of transfer of a motor vehicle permit unless the owner is insured under a liability policy for limits of at least \$10,000/20,000/5,000.

TABLE 28: CONTINUED

PAYMENTS OUT							
INTEREST	TOTAL	No.	CLASS "B" JUDGMENTS (4)			TOTAL PAID OUT (A B)	BALANCE IN FUND
			AMOUNT	TAXED COSTS	TOTAL		
\$	\$		\$	\$	\$	\$	\$
31.39	2,910.17	1	500.00	191.50	691.50	3,601.67	
1,727.11	201,617.63	15	44,229.16	5,996.42	50,225.58	251,843.21	223,583.54
7,525.69	461,228.46	30	68,118.29	11,566.41	79,684.70	540,913.16	366,588.25
10,428.52	600,812.34	43	109,776.08	22,623.57	132,399.65	733,211.99	393,529.38
17,539.02	853,280.10	34	110,050.85	19,243.38	129,294.23	982,574.33	201,024.82
22,666.55	1,119,933.08	34	77,532.91	16,557.10	94,090.01	1,214,023.09	554,729.35
			Repayment of Treasury Loan			650,000.00	
29,077.02	1,502,678.09	35	89,586.43	18,759.20	108,345.63	1,611,023.72	746,510.82
16,202.47	1,651,793.49	44	129,956.16	26,564.78	156,520.94	1,808,314.43	911,140.27
6,539.96	1,675,294.59	34	98,369.90	17,719.13	116,089.03	1,791,383.62	1,204,441.10
4,249.08	1,751,489.07	33	91,589.17	14,469.00	106,058.17	1,857,547.24	1,548,563.04
3,753.55	1,662,394.44	33	98,061.05	14,528.18	112,589.23	1,774,983.67	2,675,152.23
140.31	2,953,772.39	54	161,963.23	22,666.86	184,630.09	3,138,402.48	3,409,253.63
270.06	2,348,787.38	31	130,295.84	18,128.52	148,424.36	2,497,211.74	5,282,231.61
69.80	2,297,838.39	45	186,901.89	29,269.60	216,171.49	2,514,009.88	7,195,171.68
.....	2,808,365.42	57	279,634.03	49,969.09	329,603.12	3,137,968.54	8,404,229.08
20,220.53	21,892,195.04	523	1,676,564.99	288,252.74	1,964,817.73	23,857,012.77	

- (2) Money collected from judgment debtors in repayment of judgments paid out of the Fund.
- (3) Class "A" judgment is one recovered against a known owner and/or driver which was uncollectable and may include damage for both personal injury and property damage.
- (4) Class "B" judgment is one recovered against the Registrar of Motor Vehicles for personal injuries received in hit and run accidents, where the motor vehicle causing the accident was not identified.

TABLE 29: ADDITIONAL ACTION UNDER POINT SYSTEM, 1961

ACTION TAKEN		1961
Advisory letters sent at 6 to 8-point level .....	26,961	
Cases with additions to record after receipt of advisory letter .....	6,469	(24.0%)
Number of drivers interviewed at 9 to 11-point level .....	7,852	

TABLE 30: NATURE OF ACCIDENTS, 1945-1961

YEAR	FATAL		PERSONAL INJURY		PROPERTY DAMAGE ONLY		TOTAL	
	No.	INDEX No. (1950 =100)	No.	INDEX No. (1950 =100)	No.	INDEX No. (1950 =100)	No.	INDEX No. (1950 =100)
1945	547	81	7,085	51	5,826	20	13,458	31
1946	629	93	8,541	62	8,186	28	17,356	40
1947	664	98	9,165	66	12,464	43	22,293	51
1948	673	99	10,571	76	16,162	55	27,406	63
1949	725	107	12,126	87	21,621	74	34,472	79
1950	(678)	(100)	13,871	100	29,132	100	43,681	100
1951	824	122	15,653	113	38,443	132	54,920	126
1952	893	132	16,300	118	41,322	142	58,515	134
1953	920	136	16,639	120	48,307	166	65,866	151
1954	(897)	(132)	16,810	121	(44,802)	(154)	(62,509)	(143)
1955	971	143	17,905	129	(44,343)	(152)	63,219	145
1956	1,008	149	19,358	140	51,033	175	71,399	163
1957	1,089	161	20,433	147	54,780	188	76,302	175
1958	(965)	(142)	20,575	148	55,344	190	76,884	176
1959	1,006	148	21,502	155	59,010	203	81,518	187
1960	(987)	(146)	23,714	171	62,485	214	87,186	200
1961	1,098	162	25,643	185	(58,836)	(202)	(85,577)	(196)

NOTE: Each figure in brackets is lower than the corresponding figure for the previous year.

**TABLE 31: ALL ACCIDENTS BY MONTH, 1960 AND 1961**

MONTH	1960		1961		% CHANGE IN NO. OF ACCIDENTS
	No.	%	No.	%	
January .....	8,069	9.2	7,086	8.3	—12.2
February .....	7,668	8.8	6,632	7.7	—13.5
March .....	6,945	8.0	6,107	7.2	—12.1
(1st Quarter) .....	(22,682)	(26.0)	(19,825)	(23.2)	(—12.6)
April .....	5,367	6.1	6,073	7.1	+13.2
May .....	6,361	7.3	6,308	7.4	— 0.8
June .....	6,380	7.3	6,693	7.8	+ 4.9
(2nd Quarter) .....	(18,108)	(20.7)	(19,074)	(22.3)	(+ 5.3)
July .....	7,081	8.1	7,215	8.4	+ 1.9
August .....	6,849	7.9	7,330	8.6	+ 7.0
September .....	6,700	7.7	7,043	8.2	+ 5.1
(3rd Quarter) .....	(20,630)	(23.7)	(21,588)	(25.2)	(+ 4.6)
October .....	7,990	9.2	7,802	9.1	— 2.4
November .....	7,295	8.4	7,849	9.2	+ 7.6
December .....	10,481	12.0	9,439	11.0	— 9.9
(4th Quarter) .....	(25,766)	(29.6)	(25,090)	(29.3)	(— 2.6)
TOTAL.....	87,186	100.0	85,577	100.0	— 1.8

**TABLE 32: DRIVERS IN ACCIDENTS AND ALL LICENSED DRIVERS, BY AGE, 1960 AND 1961**

AGE* (YEARS)	DRIVERS IN ACCIDENTS					ALL LICENSED DRIVERS %
	1960		1961		% CHANGE IN NO. OF DRIVERS	
	No.	%	No.	%		
Under 16 .....	184	0.1	198	0.2	+ 7.6	—
16—19 .....	15,670	10.5	15,247	10.5	— 2.7	7.0
20—24 .....	25,636	17.2	24,804	17.1	— 3.2	12.3
25—34 .....	42,572	28.5	40,041	27.6	— 5.9	28.4
35—44 .....	30,368	20.3	30,049	20.7	— 1.1	23.7
45—54 .....	19,078	12.8	19,195	13.2	+ 0.6	15.8
55—64 .....	9,929	6.6	9,984	6.9	+ 0.6	9.0
65 and Over .....	4,283	2.9	4,379	3.0	+ 2.2	3.8
Not Stated .....	1,695	1.1	1,136	0.8	—33.0	—
TOTAL .	149,415	100.0	145,033	100.0	— 2.9	100.0

\*Not all the age groups shown cover the same number of years.



**TABLE 33: ACCIDENTS BY NATURE AND MONTH OF OCCURRENCE, 1961**

MONTH	NATURE OF ACCIDENT			TOTAL ONLY
	FATAL	PERSONAL INJURY	PROPERTY DAMAGE	
January .....	65	1,616	5,405	7,086
February .....	60	1,620	4,952	6,632
March .....	66	1,664	4,377	6,107
April .....	80	1,910	4,083	6,073
May .....	87	2,107	4,114	6,308
June .....	91	2,251	4,351	6,693
July .....	94	2,464	4,657	7,215
August .....	97	2,387	4,846	7,330
September .....	116	2,304	4,623	7,043
October .....	134	2,517	5,151	7,802
November .....	116	2,350	5,383	7,849
December .....	92	2,453	6,894	9,439
TOTAL .....	1,098	25,643	58,836	85,577

**TABLE 34: FATAL ACCIDENTS BY MONTH, 1960 AND 1961**

MONTH	1960		1961		% CHANGE IN NO. OF ACCIDENTS
	No.	%	No.	%	
January .....	50	5.1	65	5.9	+30.0
February .....	59	6.0	60	5.5	+ 1.7
March .....	49	5.0	66	6.0	+34.7
(1st Quarter) .....	(158)	(16.1)	(191)	(17.4)	(+20.9)
April .....	49	5.0	80	7.3	+63.3
May .....	78	7.9	87	7.9	+11.5
June .....	68	6.9	91	8.3	+33.8
(2nd Quarter) .....	(195)	(19.8)	(258)	(23.5)	(+32.3)
July .....	106	10.7	94	8.6	-11.3
August .....	108	10.9	97	8.8	-10.2
September .....	106	10.7	116	10.6	+ 9.4
(3rd Quarter) .....	(320)	(32.3)	(307)	(28.0)	(- 4.1)
October .....	113	11.5	134	12.2	+18.6
November .....	96	9.7	116	10.5	+20.8
December .....	105	10.6	92	8.4	-12.4
(4th Quarter) .....	(314)	(31.8)	(342)	(31.1)	(+ 8.9)
TOTAL .....	987	100.0	(1,098)	100.0	+11.2



**TABLE 35: FATAL ACCIDENTS AND PERSONS KILLED BY PLACE OF OCCURRENCE, 1960 AND 1961**

	1960		1961		% CHANGE	
	FATAL ACCIDENTS	No. KILLED	FATAL ACCIDENTS	No. KILLED	FATAL ACCIDENTS	KILLED
<b>Urban</b>						
1. Metro Toronto .....	118	121	108	113	— 8.5	— 6.6
2. Cities (10,000 population and over .....	142	152	158	168	+11.3	+10.5
3. Other Urban (1,000 to 9,999 population .....	58	69	38	38	—34.5	—49.3
TOTAL URBAN .....	318	342	304	319	— 4.4	— 6.7
<b>Rural</b>						
1. King's highways .....	404	512	507	617	+25.5	+20.5
2. Secondary roads .....	17	19	15	17	—11.8	—
3. County roads .....	136	164	148	167	+ 8.8	+ 1.8
4. Organized townships roads .....	96	110	114	138	+18.8	+25.5
5. Unorganized township roads .....	4	6	2	2	—50.0	—66.7
6. Local and other roads..	12	13	8	8	—33.3	—38.5
TOTAL RURAL .....	669	824	794	949	+18.7	+15.2
GRAND TOTAL .....	987	1,166	1,098	1,268	+11.2	+ 8.7

**TABLE 36: ALL ACCIDENTS BY TYPE OF COLLISION, 1960 AND 1961**

TYPE OF COLLISION	1960		1961		% CHANGE IN No. OF ACCIDENTS
	No.	%	No.	%	
Collision with—					
1. Other motor vehicle	60,574	69.5	57,948	67.7	— 4.3
2. Non-collision .....	9,235	10.6	9,739	11.4	+ 5.5
3. Fixed object .....	8,303	9.5	8,827	10.3	+ 6.3
4. Pedestrian .....	5,400	6.2	5,541	6.5	+ 2.6
5. Bicycle .....	1,300	1.5	1,292	1.5	— 0.6
6. Motorcycle .....	444	0.5	441	0.5	— 0.7
7. Railroad train .....	417	0.5	350	0.4	—16.1
8. Street car .....	380	0.4	329	0.4	—13.4
9. Other vehicle .....	364	0.4	323	0.4	—11.3
10. Horse drawn vehicle	23	—	12	—	—47.8
11. Animal .....	601	0.7	635	0.7	+ 5.7
12. Miscellaneous .....	145	0.2	140	0.2	— 3.4
TOTAL .....	87,186	100.0	85,577	100.0	— 1.8

**TABLE 37: FATAL ACCIDENTS BY TYPE OF COLLISION, 1960 AND 1961**

TYPE OF COLLISION	1960		1961		% CHANGE IN No. OF ACCIDENTS
	No.	%	No.	%	
Collision with—					
1. Other motor vehicle .	317	32.1	354	32.2	+11.7
2. Non-collision .....	164	16.6	228	20.8	+39.0
3. Fixed object .....	82	8.3	123	11.2	+50.0
4. Pedestrian .....	317	32.1	300	27.3	— 5.4
5. Bicycle .....	41	4.2	32	2.9	—22.0
6. Motorcycle .....	8	0.8	12	1.1	+50.0
7. Railroad train .....	49	5.0	42	3.8	—14.3
8. Street car .....	—	—	2	0.2	— —
9. Other vehicle .....	7	0.7	4	0.4	—42.9
10. Horse drawn vehicle	—	—	—	—	— —
11. Animal .....	1	0.1	1	0.1	— —
12. Miscellaneous .....	1	0.1	—	—	— —
<b>TOTAL</b> .....	<b>987</b>	<b>100.0</b>	<b>1,098</b>	<b>100.0</b>	<b>+11.2</b>

**TABLE 38: ALL ACCIDENTS BY PLACE OF OCCURRENCE  
1960 AND 1961**

PLACE OF OCCURRENCE	1960		1961		% CHANGE IN No. OF ACCIDENTS
	No.	%	No.	%	
<b>Urban</b>					
1. Metropolitan Toronto..	21,636	24.8	21,133	24.7	— 2.3
2. Cities (10,000 popula- tion and over) .....	27,867	32.0	28,801	33.6	+ 3.3
3. Other urban (1,000 to 9,999 population) .....	5,048	5.8	4,750	5.6	— 5.9
<b>TOTAL</b> .....	<b>54,551</b>	<b>62.6</b>	<b>54,684</b>	<b>63.9</b>	<b>+ 0.2</b>
<b>Rural</b>					
1. King's highways .....	18,625	21.4	979	20.5	— 5.8
2. Secondary Roads .....	894	1.0	17,536	1.1	+ 9.5
3. County Roads .....	6,160	7.0	5,701	6.7	— 7.5
4. Organized township roads .....	5,786	6.6	5,722	6.7	— 1.1
5. Unorganized township roads .....	244	0.3	182	0.2	—25.4
6. Local and other roads..	926	1.1	773	0.9	—16.5
<b>TOTAL</b> .....	<b>32,635</b>	<b>37.4</b>	<b>30,893</b>	<b>36.1</b>	<b>— 5.3</b>
<b>GRAND TOTAL</b> .....	<b>87,186</b>	<b>100.0</b>	<b>85,577</b>	<b>100.0</b>	<b>— 1.8</b>

**TABLE 39: DRIVERS IN FATAL ACCIDENTS, BY AGE, 1960 AND 1961**

AGE* (YEARS)	1960		1961		% CHANGE IN NO. OF DRIVERS
	No.	%	No.	%	
Under 16 .....	5	0.4	6	0.4	— —
16—19 .....	127	9.2	171	11.2	+34.6
20—24 .....	261	18.9	295	19.3	+13.0
25—34 .....	364	26.4	385	25.1	+ 5.8
35—44 .....	253	18.3	273	17.8	+ 7.9
45—54 .....	200	14.5	210	13.7	+ 5.0
55—64 .....	99	7.2	117	7.6	+18.2
65 and Over .....	60	4.4	72	4.7	+20.0
Not Stated .....	10	0.7	3	0.2	— —
<b>TOTAL .....</b>	<b>1,379</b>	<b>100.0</b>	<b>1,532</b>	<b>100.0</b>	<b>+11.1</b>

\*Not all the age groups shown cover the same number of years.

**TABLE 40: PERSONS KILLED OR INJURED IN ROAD ACCIDENTS, 1945-1961**

YEAR	KILLED		INJURED		TOTAL	
	No.	INDEX No. (1950=100)	No.	INDEX No. (1950=100)	No.	INDEX No. (1950=100)
1945	598	76	9,804	49	10,402	50
1946	688	87	12,228	61	12,916	62
1947	734	93	13,056	65	13,790	67
1948	740	94	14,970	75	15,710	76
1949	830	105	17,469	88	18,299	88
1950	(791)	(100)	19,940	100	20,731	100
1951	949	120	22,557	113	23,506	113
1952	1,010	128	23,634	119	24,644	119
1953	1,082	137	24,353	122	25,435	123
1954	(1,045)	(132)	24,607	123	25,652	124
1955	1,111	140	26,246	132	27,357	132
1956	1,180	149	28,626	144	29,806	144
1957	1,279	162	30,414	153	31,693	153
1958	(1,112)	(141)	(30,106)	(151)	(31,218)	(151)
1959	1,187	150	31,602	158	32,789	158
1960	(1,166)	(147)	34,436	173	35,602	172
1961	1,268	160	37,146	186	38,414	185

NOTE: Each figure in brackets is lower than the corresponding figure for the previous year.

**TABLE 41: PERSONS KILLED, BY CLASS AND AGE, 1961**

AGE* (YEARS)	MOTOR VEHICLE DRIVER	MOTOR VEHICLE PASSENGER	PEDES- TRIAN	BICYCLIST	OTHER	TOTAL
0- 4 .....	....	15	44	....	....	59
5-14 .....	....	29	68	23	2	122
15-19 .....	51	64	16	3	2	136
20-24 .....	103	51	5	....	....	159
25-34 .....	108	62	14	2	2	188
35-44 .....	89	41	15	....	2	147
45-54 .....	77	52	27	1	3	160
55-64 .....	50	36	32	2	2	122
65 and Over....	40	43	91	1	....	175
TOTAL .....	518	393	312	32	13	1,268

\* Not all the age groups cover the same number of years.

**TABLE 42: PERSONS INJURED, BY CLASS AND AGE, 1961**

AGE* (YEARS)	MOTOR VEHICLE DRIVER	MOTOR VEHICLE PASSENGER	PEDES- TRIAN	BICYCLIST	OTHER	TOTAL
0- 4 .....	.....	900	1,051	.....	....	1,951
5-14 .....	11	1,567	2,283	1,001	14	4,876
15-19 .....	1,786	2,712	294	160	6	4,958
20-24 .....	2,811	2,272	187	16	4	5,290
25-34 .....	4,054	2,439	317	24	10	6,844
35-44 .....	2,850	1,926	321	14	10	5,121
45-54 .....	1,770	1,452	335	26	9	3,592
55-64 .....	953	913	356	22	7	2,251
65 and Over...	451	686	477	11	7	1,632
Not Stated....	29	533	62	7	....	631
TOTAL .....	14,715	15,400	5,683	1,281	67	37,146

\* Not all the age groups cover the same number of years.







---

**ONTARIO  
HIGHWAY TRANSPORT BOARD**

---

ANNUAL REPORT THE ONTARIO HIGHWAY TRANSPORT  
BOARD YEAR ENDING DECEMBER 31, 1961

The Ontario Highway Transport Board, pursuant to the provisions of Section 24 of The Ontario Highway Transport Board Act, R.S.O. 1960, Chapter 273, begs leave to submit the following report upon its affairs to the Honourable the Minister of Transport for the calendar year of 1961.

Organization of the Board

The Board is constituted as follows:

<i>Chairman</i> .....	E. J. SHONIKER
<i>Vice-Chairman</i> .....	R. H. YEATES
<i>Members</i> .....	G. W. STODDART G. C. MARRS E. M. WALKER
<i>Secretary of the Board</i> .....	A. H. MCLAREN

Sittings of the Board

Throughout the current year the Board has been sitting in two divisions for the hearing of applications for operating licences under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act (Canada). The Board conducted public hearings in the following Ontario municipalities: Lindsay, Ottawa, Windsor, London, Kitchener, Kingston, Kenora, Port Arthur, Newmarket, Sudbury, St. Catharines and Toronto. The Board, carrying out its invitation to other provinces to meet in joint hearings, sat in the City of Winnipeg, in the Province of Manitoba with the Manitoba Carrier Board on a joint hearing to consider applications pertaining to the movement of goods between the provinces.

One hundred and sixty-nine applications and one review of a certificate out of a total of 3,446 applications and 70 reviews considered by the Board were heard at points outside of Toronto.

Appendix 'A' to this Report provides figures showing the number of applications received under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act (Canada). Appendix 'B' shows the revenue received by the Board during the calendar year of 1961. Appendix 'C' gives particulars of the certificates of public necessity and convenience issued by the Board (after a public hearing) during the period under review, with details as to the number of applications granted and dismissed and those opposed in accordance with the Board's Rules of Practice and Procedure. Appendix 'D' gives particulars of the certificates issued after consideration in chambers.

## General

The Board has, during the year of 1961, conducted night sessions for the hearing of applications for Class 'F' certificates leading to the issuance of a licence for the carriage of road construction materials in particular, in order that no time would be lost by the interested parties who are generally owner-operators of vehicles. A total of 92 applications were dealt with in this manner.

During the year of 1961, 12,984 trailers owned and registered in the United States of America, have been moved from and to the international boundary by Ontario carriers with transferable plates, compared to 10,384 moved during 1960. In the early part of 1961 the Honourable the Minister of Transport and the Board widened the scope of transferable plates from a one-way movement, i.e. in loaded and out empty and in empty and out loaded. This change took effect on the 1st of May, 1961 and for the 8-month period from the 1st of May, 1961 to December 31, 1961, 9,351 American trailers were moved under the new system compared with 7,199 American trailers moved for the corresponding period of 1960, an increase of 2,152.

During the course of the year of 1961 a regular check was made of all records of operators, and where the Board considered it necessary, warning letters were sent out to carriers who were convicted of offences under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act (Canada). The Board finds that this procedure has been instrumental in reducing greatly the number of offences against The Public Commercial Vehicles Act and The Motor Vehicle Transport Act of Canada. In the case of chronic offenders, reviews have been conducted; 70 such reviews have been conducted during the year of 1961.

The experience of the Board, gathered from reports submitted by the various carriers who now enjoy interchange of trailer privileges, i.e. the right of one carrier to haul the trailer of another carrier over his own designated route, is that this has been most beneficial to the public and is responsible for the expeditious movement of freight, and the damage usually caused in the transfer of freight from one vehicle to another has now become a thing of the past.

During the past year the Board attended the Interprovincial Conference held in the City of Halifax during the week of June 26th and has endeavoured to contribute towards the success of this conference as far as it has been able in order to bring about a better understanding of the various problems which face each individual province which makes up this great Dominion of Canada.

During the course of the year 1961 the Board has endeavoured to conduct joint hearings to be held in conjunction with the Quebec Transportation Board in order to serve the public of both provinces more efficiently, but I may say that, due to the laws of the Province of Quebec, the Quebec Transportation Board has found itself unable up until the present moment to co-operate with us in respect to this matter.

During the coming year the Ontario Highway Transport Board is faced with a heavy and arduous schedule of hearings and the applications now

pending in the early months of the year of 1962 are indicative of the fact that this may be the busiest period that has faced the Board in its history.

The Board wishes at this time to express its appreciation to the Honourable H. L. Rowntree, M.P.P. as Minister of Transport for his co-operation and help extended to this Board during the past year.

All of which is respectfully submitted this 31st day of January, 1962.

E. J. SHONIKER  
*Chairman*

R. H. YEATES  
*Vice-Chairman*

G. W. STODDART  
*Member*

G. C. MARRS  
*Member*

E. M. WALKER  
*Member*



**APPENDIX "A"**  
**THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS**  
**FOR THE YEAR ENDING DECEMBER 31, 1961**

**Applications received by the Board:**

**1. The Public Commercial Vehicles Act—**

CLASS	
A	123
B	5
C	85
D	590
E	154
F	1,258
FS	76
H	37
K	30
L	2
TOTAL	<u>2,360</u>

**2. The Motor Vehicle Transport Act (Canada)—**

Extra-provincial	349
------------------	-----

**3. The Public Vehicles Act—**

Bus	116
School Bus	513
TOTAL	<u>629</u>

Total Applications Received .....3,338

**APPENDIX 'B'**  
**THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS**  
**FOR THE YEAR ENDING DECEMBER 31, 1961**

Hearing fees .....	\$75,745.00
Court costs .....	15,810.00
Fees for copies of documents and miscellaneous .....	1,852.88
TOTAL NET REVENUE .....	<u>\$93,407.88</u>

**APPENDIX 'C'**  
**THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS**  
**JANUARY 1, 1961 TO DECEMBER 31, 1961**

**Applications considered at a public hearing under:**

**1. The Public Commercial Vehicles Act—**

CLASS	GRANTED			DISMISSED	TRANSFER	EXTENSION	TOTAL	OTHER CARRIERS
	IN FULL	IN PART						
A	8	24		15	4	18	69	51
B	...	...		1	...	1	2	2
C	7	17		4	...	6	34	26
D	83	101		56	1	40	281	191
E	5	1		2	1	1	10	7
F	90	26		41	...	15	172	105
FS	16	6		7	1	...	30	10
H	8	2		15	...	1	26	16
K	7	1		7	1	1	17	11
TOTALS	224	178		148	8	83	641	420

**2. The Motor Vehicle Transport Act (Canada)—**

CLASS	GRANTED			DISMISSED	TRANSFER	EXTENSION	TOTAL	OTHER CARRIERS
	IN FULL	IN PART						
Merchandise	43	34		34	7	46	164	112
Passenger	2	...		...	...	...	2	1
TOTALS	45	34		34	7	46	166	113

**3. The Public Vehicles Act—**

CLASS	GRANTED			DISMISSED	TRANSFER	EXTENSION	TOTAL	OTHER CARRIERS
	IN FULL	IN PART						
Bus	14	5		12	...	8	39	25
School Bus	...	...		1	...	2	3	1
TOTALS	14	5		13	...	10	42	26

**APPENDIX 'D'**  
**THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS**  
**JANUARY 1, 1961 TO DECEMBER 31, 1961**

**Applications considered in Chambers under:**

**1. The Public Commercial Vehicles Act—**

CLASS	GRANTED	DISMISSED	TRANSFER	EXTENSION	INTERIM GRANTED	INTERIM REFUSED	TOTAL
A	6	10	11	49	14	2	92
B	...	1	...	...	...	...	1
C	6	9	16	5	...	4	40
D	62	57	43	35	83	38	318
E	59	7	29	52	6	...	153
F	644	176	94	106	68	10	1,098
FS	13	3	16	4	4	1	41
H	1	1	8	...	1	...	11
K	2	5	10	...	1	...	18
L	5	...	...	...	...	...	5
TOTALS	798	269	227	251	177	55	1,777

**2. The Motor Vehicle Transport Act (Canada)—**

	GRANTED	DISMISSED	TRANSFER	EXTENSION	INTERIM GRANTED	INTERIM REFUSED	TOTAL
Merchandise	56	34	30	6	56	11	193
Passenger	2	1	...	2	...	...	5
TOTALS	58	35	30	8	56	11	198

**3. The Public Vehicles Act—**

	GRANTED	DISMISSED	TRANSFER	EXTENSION	INTERIM GRANTED	INTERIM REFUSED	TOTAL
Bus	27	12	10	7	22	4	82
School Bus	417	23	11	87	2	...	540
TOTALS	444	35	21	94	24	4	622

**APPENDIX 'E'**  
**THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS**  
**JANUARY 1, 1961 TO DECEMBER 31, 1961**

**Reviews under—**

**1. The Public Commercial Vehicles Act—**

A	7
B	....
C	8
D	11
E	....
F	4
FS	1
H	3
K	1
L	....

**2. The Motor Vehicle Transport Act (Canada)--**

Merchandise	30
Passenger	....

**3. The Public Vehicles Act—**

Bus	5
School Bus	

TOTAL	<u>70</u>
-------	-----------











**ONTARIO**

PROVINCE OF OPPORTUNITY







SEP 17 1986



